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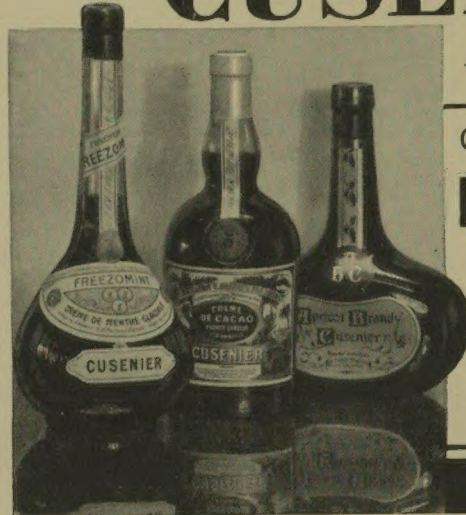
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SATURDAY, SEPTEMBER 4, 1937.



THE BRITISH AMBASSADOR IN CHINA SHOT BY A JAPANESE AIRMAN, AN INCIDENT THAT HAS RESULTED IN A STRONG NOTE TO THE JAPANESE GOVERNMENT: SIR HUGHE KNATCHBULL-HUGESSEN, WITH HIS WIFE AND DAUGHTERS.

The shooting of Sir Hughe Knatchbull-Hugessen, the British Ambassador in China, by a Japanese airman has been the subject of a stern note from this country to Japan. The note states that the Ambassador was proceeding from Nanking to Shanghai on August 26, he and his party occupying two black saloon cars of obviously private character, each flying the Union Jack. About 40 miles from Shanghai, the cars were attacked by machine-gun fire from a Japanese aeroplane, followed by a bomb attack from a second Japanese aeroplane. The Ambassador

was hit by a bullet, which grazed his spine. The note pointed out that, although non-combatants must accept the inevitable risk of injury resulting indirectly from the normal conduct of hostilities, it is one of the oldest and best established rules of international law that direct or deliberate attacks on non-combatants are absolutely prohibited. Sir Hughe is reported to be recovering. By a coincidence, last February Miss Elizabeth Knatchbull-Hugessen (seen on the right) was hit by a shot apparently fired at her father by a Chinese coolie.



By ARTHUR BRYANT.

Nobody likes going back to prison. And nobody who is by nature and instinct a countryman, and by necessity an urban worker fancies coming back from the holidays. Just at the moment, hundreds of thousands of English men and women are in this position. The golden, carefree days by the sea, in green meadow, on moor or mountain are over. The doors of paradise close behind them as they pass through the barrier of the station of that place, and take their seats in the train that bears them and so many other fellow-prisoners—with bronzed faces and loud voices—back, back, back to the city in which they labour and have their being. A few hours later they will be struggling with porters and taximen on the platforms of Paddington or Waterloo, New Street or London Road or Lime Street. Presently, like Lord George Hell, in "The Happy Hypocrite," they will come to the gloomy portals (as at such a black moment they will seem) of their own houses. Inside there will be, as they well know, a mountainous pile of bills and letters awaiting them. Otherwise, everything will be just as they left it on that hurried, exalted morning of departure a fortnight or a month before. Yet with what a difference! For it is not the object—the drawing-room sofa, the study desk, the chimney-pots seen from the bathroom window—that changes, but the eye that sees it. Just now, these things, the accepted commonplaces of a few weeks before, seem indescribably alien and gloomy. Only after to-morrow's return from the office—that worse horror still in waiting—will they begin to recapture a little of their normal and homely familiarity.

At the moment it almost seems better not to have gone at all. The dazzling glimpse of freedom and paradise was too tantalising by far. Better to have been one of those luckless millions, pitied so much but a day ago, to whom August or September brings no release from the dirt and turmoil of the city, and who, consequently, remain unaware and unconscious of the degree of their own servitude. Where ignorance is bliss, or at least resignation, 'tis folly to be wise. But happily this despairing mood will not last long. Presently, by grace of that merciful process of nature which makes time heal wounds; the shock of loss entailed by the sudden transition from Arcadia to Urbs will be replaced by the consciousness of increased vitality and well-being derived from the holiday. Once the heart has recovered from its sense of deprivation, the mind and body will experience the resilience born of change, rest, and temporary freedom from care. And Memory with her gilding brush, will fill a treasure-room with pictures of pleasure. Happy the man who, returned to the scene of his labours and urban domicile, can recall these memories of country joy and quietude with those who share them. Each homecoming from office or warehouse will be almost like a release from the town to the country; in the company of his wife and children he will be able to re-live the happy hours "by mountain or seashore" which must be his spiritual bank balance for the next twelve months. During the winter months and long monotony of the working year, he

will take them out and re-number them again and again—

And count, and touch, and turn them o'er,
Musing upon them; as a mother, who
Has watched her children all the rich day through,
Sits, quiet-handed, in the fading light,
When children sleep, ere night.

Et ego in Arcadia. . . . The romance of living for the moment is over; now there is only the poetry. Poetry was defined by Wordsworth as emotion recollected in tranquillity. Sometimes it is tranquillity

imminence is enough, the air sufficiently vitiated, the yellow walls of the houses across the narrow way enough begrimed to make me conscious of what so many of my countrymen are feeling as they also come back to an abiding place which is not of their own choosing.

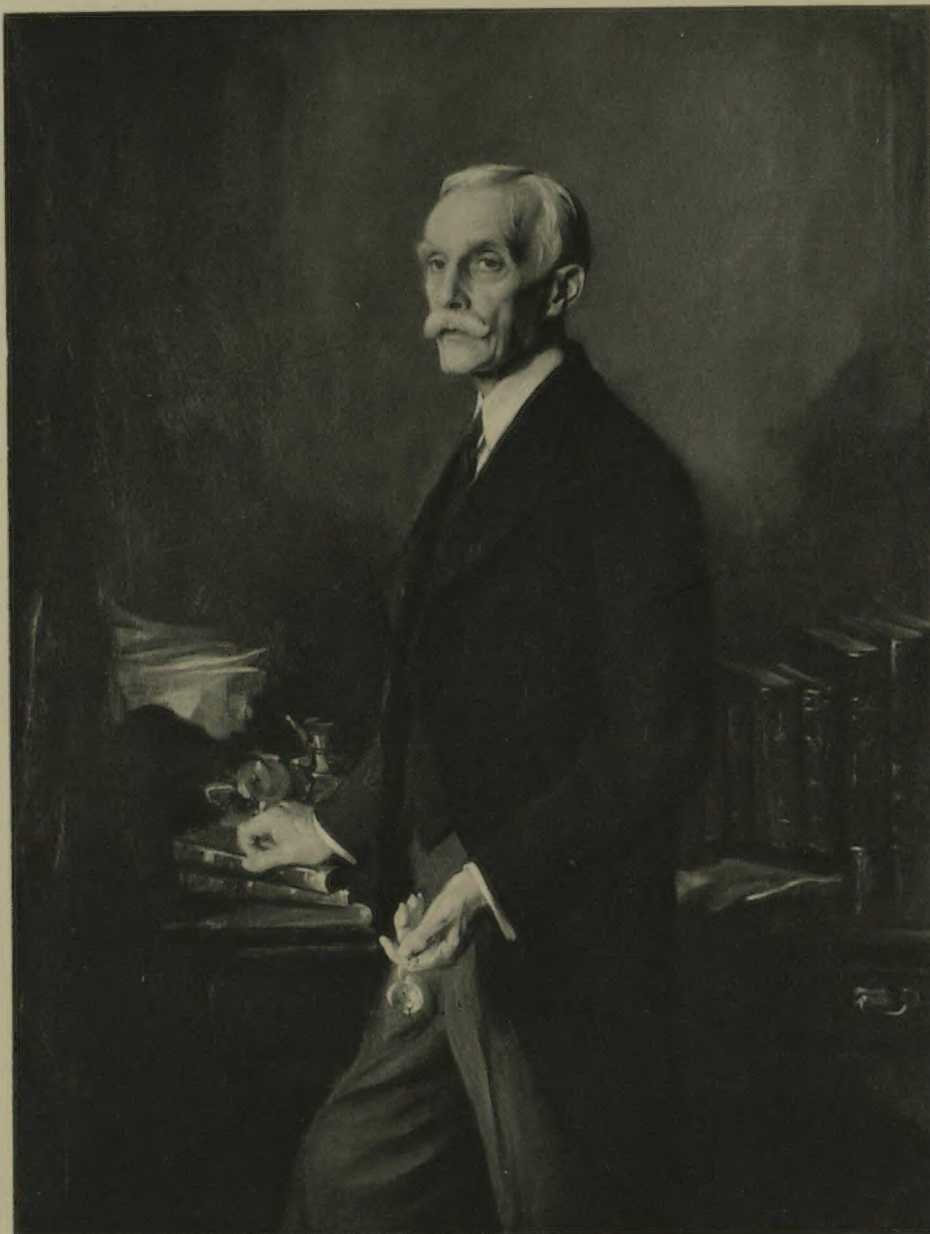
Deep down, for all our city breeding, we are still countrymen at heart. That, though strangers may find the truth hard to stumble upon, is the secret of England. For all her century and a half of mercantile and industrial empire, she still, like Falstaff, "babbles o' green fields." Breed an Englishman on the pavements, give him the key of the crowded street, grant him his fortune on 'Change or from smoky factory, and he will go back to the country at the last. Like a boy released from the classroom, he will buy himself a country house with shooting, or a bungalow where the by-pass road from his native city enters the fields, don tweeds and take in the *Countryman* or the *Poultry World*.

Nothing so much becomes an Englishman as that longed-for latter-end. All our holidays are but anticipations of it, of the day when the office door can be shut for ever and, as an old school song puts it—

Horse, gun, rod and dog you come out instead.

It has been so ever since English history began. We are the descendants of men who shunned the sites of cities—the despised vestiges of imperial, urban Rome—and deliberately made their homes in the uncleared forest. And our greatest representative Englishman, whose name the whole world honours, gave up the writing and acting of plays as soon as he had made enough to retire to the best house of his native Stratford-on-Avon, where his father had been a dealer in malt, skins and corn. The country habit has us by the heart.

Our difficulty, of course, lies in the unpleasing fact that we cannot both eat our cake and have it, though, as Mr. Osbert Sitwell has pointed out, this is a feat that every Englishman is always attempting to achieve. We cannot at the same time be countrymen and have those rustic contentments our hearts crave and pursue wealth in the cities where for the vast majority wealth can alone be found. "Let other folk make money faster in the air of dark-roomed towns," is the sensible advice of one of our songs. But this is just what the pride and high stomach of your true-born Englishman will never allow him to endure: if anyone is to enjoy the good things of life that can be purchased with money, it must be he. For centuries he has been accustomed to a higher standard of living than his neighbours; it is his birthright, he feels, and he does not mean to relinquish it. So he must needs spend his days in the office and his nights where the rumble of traffic may be heard, but no nightingales. To console himself he has contrived the great institutions of the week-end, amateur sport and the annual holiday. Perhaps, for all his regret when the latter is over, he does not do so badly.



A FORMER UNITED STATES AMBASSADOR TO THE COURT OF ST. JAMES'S AND REPUTED TO BE ONE OF THE RICHEST MEN IN THE WORLD: MR. ANDREW MELLON, WHOSE DEATH IS ANNOUNCED. Mr. Andrew Mellon, who was Secretary of the Treasury in the United States Government from 1921 to 1932, when he was appointed Ambassador to the Court of St. James's, died at Southampton, New York, on August 26; aged eighty-two. Reputed to be one of the richest men in the world, Mr. Mellon gave generously to charity and presented his magnificent art collection, estimated to be worth £10,000,000, to the American nation. These treasures are to be housed in a gallery at Washington, and Mr. Mellon contributed a further £2,000,000 towards its cost. Another princely gift was the founding, in 1911, of the Mellon Institute at Pittsburgh, the world's largest institute for scientific research. It is understood that he has bequeathed the entire residue of his estate, after the payment of certain bequests to his personal employees, to the educational and charitable trust which he established in 1930. The amount of this estate is thought to be in excess of £40,000,000.—[From the Painting by Philip A. de Laszlo, M.V.O.]

recollected in emotion. True, the holiday was a brief one—two fleeting snatches of three or four days beside the sea, with a long journey back to the cares of work and office in the midst of them. True, the return to prison is not so very terrible a one: as I work, the comparative peace of a London Sunday broods over Piccadilly, and the tall Georgian windows of Savile Row, seen from my balcony, wear an unwonted calm. Not till to-morrow will the hurly-burly of twentieth-century London begin. But its

THE NATIONALISTS ENTERING SANTANDER: A GREAT FRANCO SUCCESS.



THE FALL OF SANTANDER, ONE OF THE FEW REMAINING TOWNS HELD BY THE GOVERNMENT IN THE NORTH OF SPAIN: CARLIST TROOPS SERVING UNDER GENERAL FRANCO (DISTINGUISHED BY RED BÉRETS) MARCHING THROUGH THE STREETS.



THE TRIUMPHAL ENTRY OF GENERAL FRANCO'S TROOPS INTO SANTANDER: HEAVY COLUMNS BEING WATCHED BY CIVILIANS—IN THE FOREGROUND THE CREWS OF TANKS, OR ARMoured CARS, IN CRASH HELMETS.

Santander, the town held by the Spanish Government in the north of Spain, fell to General Franco's forces on August 25. Part of the civilian population, the Civil Guard and the Carabiniers rebelled and insisted on surrender. On

August 26 Nationalist troops entered the city in triumph. In the middle of the procession was General Davila, commanding General Franco's forces in the north. Large numbers of Government militiamen surrendered.



THE FALL OF SANTANDER: A PARTY OF GENERAL FRANCO'S TROOPS PASSING BUILDINGS WRECKED IN THE CLOSING STAGE OF THE OPERATIONS.

THE SURRENDER OF SANTANDER AFTER THE FALL: INSURGENTS,



AFTER SANTANDER HAD FALLEN TO THE NATIONALISTS: INSURGENT TROOPS "HUMPING" AMMUNITION CASES PAST A HOUSE PROBABLY HIT BY A BOMB.



THE VICTORS OF SANTANDER: MEN OF GENERAL FRANCO'S FORCES (WHICH INCLUDED NUMEROUS ITALIAN UNITS) PASSING THROUGH A RUINED STREET WITH THEIR PACK ANIMALS.

As noted on the previous page, Santander fell to General Franco's forces on August 25. Italian volunteers played a large part in the offensive, which ended in the capture of the town. This was openly recognised in Italy, and Italian newspapers devoted much space to praising the exploits of their fellow-countrymen. Congratulatory telegrams that passed between Signor Mussolini and General Franco also alluded to the Italian Legionaries. A



A BLOCK OF HOUSES CUT THROUGH BY A BOMB OR SHELL: A DEVASTATED BUILDING AT SANTANDER ATTRACTS THE ATTENTION OF A MOTLEY COLLECTION OF INSURGENTS.

"Times" correspondent mentioned that a number of Italian generals were with the force that captured Santander. The occupation of Santander was preceded by an outbreak in the town itself. There was friction between Basque and Government leaders, and the situation became so tense that the Basque leaders left by air for French territory. The Civil Guard turned on what remained of the Government and insisted on surrender. The militia

TO GENERAL FRANCO'S FORCES. REFUGEES, AND DEVASTATION.



A SECTION OF A FOUR-STORY BUILDING DEMOLISHED; PRESUMABLY BY A SHELL OR BOMB: EFFECTS OF THE CIVIL WAR AT SANTANDER.



THE MISERY OF THE REFUGEES AT SANTANDER: PEASANTS WAITING OUTSIDE A BOMB-PROOF SHELTER TO RETURN TO THEIR HOMES AFTER THE FALL OF THE TOWN.

were disarmed and such Government officials as resisted were shot. Other members of the Government appear to have fled to Gijón by sea. A body of citizens then left Santander carrying the white flag and invited General Davila to enter. General Franco's forces entered the city on August 26, part of their column being formed of captured militiamen. The populace lining the streets gave evidence of enthusiasm. Many houses were already showing the



BOOTY CAPTURED AT SANTANDER: MEN OF GENERAL FRANCO'S FORCES SORTING OUT A VARIED COLLECTION OF ARMS AND EQUIPMENT.



WRECKAGE IN A SANTANDER HOSPITAL: RAFTERS, FLOORS, AND CEILINGS BROUGHT DOWN, PRESUMABLY, BY A BOMB OR SHELL, DURING THE LAST DAYS OF THE GOVERNMENT RÉGIME.

red and gold of the Spanish Nationalist colours. The Nationalists claimed to have taken 35,000 prisoners. The artillery captured by them, it is stated, amounted to about thirty pieces, mostly of small calibres, seeming to indicate that the Government forces were poorly furnished with this arm. As we write, the official losses suffered by the Italians in the capture of Santander are given as 16 officers and 325 men killed; with 60 officers and 1616 men wounded.

TRAINING GIRLS IN SEAMANSHIP: SEA RANGERS IN THE FAMOUS OLD "IMPLACABLE."



WHERE A DETACHMENT OF 270 SEA RANGERS—A BRANCH OF THE GIRL GUIDES ASSOCIATION—RECENTLY ENJOYED A WEEK'S HOLIDAY INSTRUCTION: THE OLD TRAINING-SHIP "IMPLACABLE" MOORED IN PORTSMOUTH HARBOUR.



MAINTAINED BY THE SOCIETY FOR NAUTICAL RESEARCH AS A TRAINING-SHIP FOR YOUNG PEOPLE, 1500 OF WHOM HAVE BEEN ACCOMMODATED THIS YEAR: THE "IMPLACABLE"—A VIEW OF THE STERN.



SOME OF THE GIRLS TAKING PART IN A SIGNALLING CLASS; WHILE OTHERS RECEIVE INSTRUCTION IN SMALL-BOAT SAILING: PART OF THE SEATRAINING RECEIVED IN THE "IMPLACABLE" AND THE "FOUDROYANT."



WALKING ALONG THE BOAT-BOOM IN ORDER TO "MAN" THE BOATS: SEA RANGERS, ON HOLIDAY IN THE "FOUDROYANT," LEAVING FOR ROWING INSTRUCTION IN THE UPPER REACHES OF PORTSMOUTH HARBOUR.



WITH TIMBERS SUPPORTING THE UPPER DECK: THE GUN-DECK OF THE "IMPLACABLE," FROM WHICH SHOTS WERE FIRED AT THE "VICTORY" BEFORE THE FRENCH SHIP ESCAPED FROM TRAFALGAR.

The "Implacable," which was in the van of the French fleet at Trafalgar and escaped after firing at the "Victory," was captured by Sir Richard Strachan shortly after the battle. With the "Foudroyant," she is now maintained by the Society for Nautical Research as a training-ship for Sea Scouts and other young people. Among the 1500 amateur "seamen" who have been accommodated aboard this year was the first detachment of Sea Rangers—a branch of the Girl Guides Association—to enjoy a week's holiday in this way. The party of 270 girls came from all parts of the country and followed the ordinary ship's routine.



CAPTURED FROM THE FRENCH IN 1805 AFTER TRAFALGAR AND BELIEVED TO BE THE OLDEST SHIP AFOAT: A VIEW OF THE ADMIRAL'S CABIN IN THE "IMPLACABLE"; FORMERLY THE "DUCRAY TROUIN."

Classes in sailing, rowing, signalling, splicing, and other mysteries of the sailor's art were given by instructors under the direction of Lieut-Col. Harold Wylie, the commanding officer. On August 26 the girls were visited by Lady Baden-Powell, the Chief Guide, who was piped aboard in naval fashion after having been rowed out to the ship in a galley manned by Guides. Since then the King has presented the "Britannia's" four-cared gig to the "Implacable." Funds are still much needed and subscriptions should be sent to Vice-Admiral Humphrey Hugh Smith, "Implacable" Committee, Crown House, Portchester, Hampshire.

THE LITTLE "BIG YACHT" THE KING MAY BUILD: AN "L" CLASS BOAT.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS.



THE PROPOSED NEW "L" CLASS—AN ECONOMICAL TYPE OF BIG RACING YACHT WHICH THE KING HAS BEEN ASKED TO SUPPORT; WITH DIAGRAMS COMPARING HER WITH THE PRESENT "J" CLASS—AND KING GEORGE V'S "BRITANNIA."

The absence of representatives of the large "J" class of racing yachts from Cowes and the other notable regattas this year has caused great regret among yachtsmen. The "J" class are very costly to build and enormously expensive to maintain. They are sometimes called the "Millionaire's Class." Naturally, their numbers are restricted; and the same four or five boats continuously race against each other, even when all are in service. They are also very subject to mishap, whereupon the numbers competing are reduced. This year the two "Endeavours" have been away in American waters throughout the season. As there is nothing modern existing between the "J" and the 12-metre class, it is proposed that a new class, the "L," shall be introduced, a class far cheaper to

build and maintain than the "J's." Many yachtsmen who cannot afford the larger boats would be willing to construct "L" boats, and thus there would grow up a numerous class providing plenty of competition and spectacular interest. This topic is of particular interest at the moment as it is understood that H.M. the King has been approached and asked to head the list of new owners of this class. Should he agree to do so, it would be a cause for much rejoicing among British yachtsmen. It is interesting to note that the water-line length of the new class—namely, 65-ft.—is the exact minimum laid down in the rules governing the conditions of the "America's" Cup races. It is understood, however, that this is only a coincidence.

"GOLLY!" IN A SORT OF AWED WHISPER."

BEING AN APPRECIATION OF

"PLANT HUNTER'S PARADISE": By F. KINGDON WARD.*

(PUBLISHED BY CAPE.)

EVEN those so innocent of botany that they cannot explain the difference between an epiphyte and a parasite will find bliss in "Plant Hunter's Paradise" and realise why Captain Kingdon Ward is among the devotees. He writes: "Exploration means days of boredom punctuated with moments of ecstasy. No bogus novelty will serve to induce these moments: it must be 'the real thing,' on however small a scale. But the discovery, when it comes, and the experience, when it is reached, have all the excitements that exploration ever had in the days when it was still possible to discover oceans and continents. And for the sake of these moments the explorer is prepared to be something of an ascetic and accept the rest." They are not like that moment at which the Rangoon river must have wished itself dry! "People crowded on deck. . . . Suddenly we were quiet. Every-one crowded forward and stared into the brazen sky, where a long, lean pillar flashed back the sunlight like a thin golden flame. It was the Shwe Dagon, the most famous and beautiful shrine in the Buddhist world. For a moment we were silent at the sight; nobody spoke until an American tourist said in a high-pitched voice: 'Say, now, isn't that just the swellest Statoo of Liberty!' That ended the moment."

Boredom was in the tangled jungle, with its regiments of leeches, blister flies, ticks, mosquitoes, sand-flies and horse-flies, blood-suckers all; in the rain and leaking rest-huts, enfolding mist, snow; in the long waits for coolies and four-legged beasts of burden, including an elephant; log canoe; soggy or rude paths; the rush of rivers, the noises of the night, the silences of the day; raids by ration-seeking mice. It was in the food and in the cooking thereof—save, perhaps, on a birthday, when half a bottle of champagne would serve as enlivener and a little Christmas pudding would go a long way towards alleviating the strain of monotony; save, especially, on that most memorable of dates, the opening day of the Chelsea Flower Show, when another half-simpkin, "the chief of our medical comforts," was uncorked and fizzed elation. It was avoided, so far as the travellers—Captain Kingdon Ward and his colleague, Lord Cranbrook—were concerned. They were firm friends and remained so. That is more astonishing than it looks, even though their ways were usually apart; the one enraptured by plants, the other a collector of beasts and birds and insects—and a shot for the pot. "Our hut," remarks Kingdon Ward of one camping-place, "was divided into two rooms by a partition, and to secure greater privacy each room had a separate entrance, mine looking up the valley and Cranbrook's down it. Thus, if either of us wanted to stand in his doorway and admire the view, he need not be incensed by his neighbour's alien ecstasies. We took these precautions to avoid too close contact with each other, well knowing how difficult it is for two men to live together in harmony for months on end. The lonely life is not conducive to tolerance. One is set in one's own ways and apt to regard the other man's ways as a perpetual insult." And in Everyman's Land, in Anyman's Land, and in Noman's Land there was peace.

"Mystery and the beauty of flowers" beckoned Kingdon Ward on—"it is not men, but rhododendrons, which give the Adung valley its fame"—and the cheerful Cranbrook was well content sniping, snoring, and netting in the cause of science. Both had their hours of exhilaration, though neither could boast a thrill that was overwhelming. The greatest

sight, perhaps, was the Carmine Cherry. "On March 20th, close to our camp," Kingdon Ward recalls, "I noticed a big cherry tree about to flower. Two days later it was in full bloom. It was quite leafless and just a mass of blossom, stark crimson. For a minute I stood before it, unable to speak a word, drunk with the glory of it. It was not to be believed. When the everyday world came back to me, I was in doubt for a moment whether I wept, shouted, or said a prayer. And then I turned to Cranbrook and



"IT IS NOT MEN, BUT RHODODENDRONS, WHICH GIVE THE ADUNG VALLEY ITS FAME": RHODODENDRON NUTTALLII BY THE ADUNG RIVER.

said 'Golly!' in a sort of awed whisper." There, in truth, is that enthusiasm without which nothing great was ever achieved, that zeal which will suffer any hardship to satisfy a desire. Kingdon Ward had his other spells of wonder, other excitements. He rejoiced in a slipper-orchid he had sought for eight years, although, since his first sight of

it, it had become as common as the greediest orchid-hunter could wish—thanks to the prosaic cutting of a bridge-path from Fort Hertz. "Plants quickly spread along embankments and railways cuttings, and along the open banks of well-defined jungle roads such as this." He saw "the huge deciduous tree *Wightia gigantea*, which sometimes supports itself by clasping some luckless host with aerial roots. . . . Here . . . *Wightia gigantea* was probably standing on its own roots, without extraneous support, as it frequently does in Assam."

At Adung Long, he found rhododendron bushes in bloom. He chronicles: "Though only eight feet high and about ten years old, it already bore two large hemispherical trusses of rosy-purple flowers, each flower three inches long. The big leaves, eighteen inches long by nine inches wide, gave an air of quality to the plant, and, not recognising it,

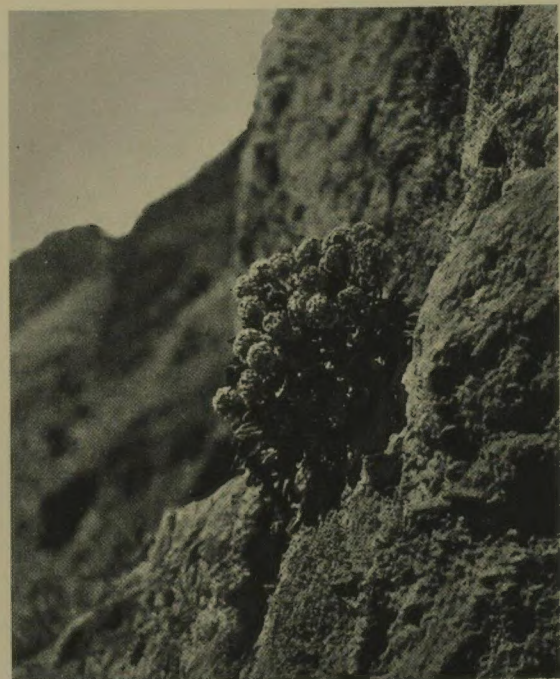
I named it then and there *Rhododendron magnificum*." For the first time, he had a glimpse of "a tree rhododendron allied to the lovely *R. Thomsonii* of the Himalayas," and made an "appalling climb" with intent to secure a specimen or seeds; and, later, he mastered the flowered dwarf pink rhododendron, unexpectedly finding a plant in a crevice of the cliff. "It had one capsule, and it was full of fertile seed. It had become a point of honour to collect seed of the pink rhododendron. Had it been a diamond as big as the Koh-i-noor, I couldn't have taken

more care of it. May it succeed! Yet, when the plant flowers in England, connoisseurs looking at it and reading the simple label, 'Rhododendron sp. (K.W. 9413) Burma 1931,' will think of none of these things."

Cranbrook "bagged" the first specimen of *Meconopsis horridula* in the West Hanging Valley, "a form with pale blue flowers"; and he had luck with a "daddy-long-legs" "which occurred in great numbers and extraordinary diversity, varying from gigantic insects, with a wing-span of six inches, to a queer alpine insect, found in the scrub rhododendron at 14,000 feet, one sex of which flies, while its mate, having only rudimentary wings, has to crawl. We caught many of these *Tipulida*, nearly all of which proved to be previously unknown."

But only once did Kingdon Ward say "Golly!"

When he did not ejaculate, others would have; for the long trail was not all rhododendrons—or roses. The Daru alone call for exclamations—a strange, down-trodden people, doomed, it would seem, to die out; and the Darus of the Adung valley, the last tribe in Burma, are "pygmies and until recently dwellers in trees. The men average about fifty-six inches in height, the women two or three inches less, but they are sturdily built. The curious point is that these pygmies are not Negritos but quite definitely Mongoloid. Their shortness of stature may be due in part to starvation diet, or to lack of salt or to other physiological causes which could be remedied. But men (not women) over five feet high are common enough to need explanation, and there can be no doubt that the Darus are a very mixed tribe. Nevertheless, here was definite proof that there exists, in the depths of the mountain forests, a pygmy Mongoloid tribe." The Tahawndam Tibetans, cultivating permanently where they have no right to be,



A THRILL FOR THE PLANT-HUNTER: A NEW GENUS OF CRUCIFERE AT 16,000 FEET, ON DRY CLIFFS IN SOUTHERN TIBET.

have taken the best land from them, and though there is, as it were, a Commonwealth, it is a case of an overstrong Lord Protector. More: "Squeezed between the Tibetans and the more powerful Nungs of the Tamai river, the Darus are everybody's property."

I have rung up the curtain. It is for the reader to see the play. Its scenes are many. Its cast is large. Its appeal is certain.

Far less than a moiety of the acts and the actors have already had mention. "Billed" with them must be the search for the source of the Tamai river, the largest tributary of the eastern branch of the Irrawaddy, and for that of the mingling Taron; those racketeering diggers-up of the bulbs of *Fritillaria Roylei*, the Chinese *pai mu*, which contains a drug favoured in China; and Fan Li telling of the *pai mu* industry. "The bulb, or an extract of it, is reputed to cure fever. I found it, when I tasted a scale of it, if not exactly bitter like quinine, at least as pungent as red pepper. In Yunnan, *pai mu* sells wholesale for eight dollars per *kin*, or about seven and sixpence a pound, at the current rates of exchange (in 1931). But it is the big seaport cities, Shanghai and Canton, which buy the stock, and by the time it reaches those distant places it is worth almost its own weight in silver."

And, of course, by way of spectacle, there are the sight of Tibet from the Namni pass and the sight of Burma from the same height: "Where Burma meets Tibet it ceases to be Burma, and where Tibet meets Burma it ceases to be Tibet; and this harsh and savage border has indeed the worst of both worlds."

So to the drama itself—and to its end. "The journey was over. But only the journey. Not the exploration. This would be continued, year after year, at the flowering of the rhododendrons, in many an English garden."—E. H. G.

* "Plant Hunter's Paradise." By F. Kingdon Ward, B.A. (Cantab.), F.L.S. (Founder's Medal, Royal Geographical Society, Livingstone Medal, Royal Scottish Geographical Society, Veitchian Medal and Victoria Medal of Honour, Royal Horticultural Society, George Robert White Medal, Massachusetts Horticultural Society.) Illustrated. (Jonathan Cape; 12s. 6d.)

A DARU HUNTER WITH CROSS-BOW AND KNIFE: A MAN OF A TRIBE MUCH EXPLOITED AND DOOMED TO EXTINCTION.

All Illustrations from "Plant Hunter's Paradise" by Courtesy of the Author and the Publisher.



PEACE IN THE NANKING ROAD, SHANGHAI, SCENE OF WAR TRAGEDIES DURING THE SINO-JAPANESE FIGHTING:
CHINESE WOMEN STROLLING ALONG THE MAIN THOROUGHFARE OF THE INTERNATIONAL SETTLEMENT.

Nanking Road is the main thoroughfare of the International Settlement at Shanghai and runs from the Bund to the race-course, where it joins Well Road and Tibet Road. It was there that two aerial bombs caused the death of some 1040 people, including eleven foreigners, in the International Settlement on August 14. They fell between the Cathay Hotel and the Palace Hotel, where Nanking Road joins the Bund, killing and wounding hundreds of people and

smashing everything within fifty yards of the explosion. One of the bombs, weighing approximately 1000 lb., failed to burst on impact and made a crater in the street ten feet wide and eight feet deep. On August 23 another missile (aerial bomb or shell) fell at one of the busiest points in Shanghai near the corner occupied by the Sincere store, where the Nanking and Chekiang Roads meet. This killed 169 people, including three foreigners, and injured 535.

CIVIL WAR IN THE UNIVERSITY CITY, MADRID: NEW PICTURES; WITH THE MINED HOSPITAL CLINICO.

PHOTOGRAPHS BY CAREL BLAZER. (COPYRIGHT ASSOCIATED CORRESPONDENTS.)



THE FIGHTING IN THE UNIVERSITY CITY, MADRID, WHERE GENERAL FRANCO'S TROOPS HAVE HELD A SALIENT IN THE GOVERNMENT LINES FOR MANY MONTHS: A GOVERNMENT MACHINE-GUN POST IN A ROOM IN THE LIBRARY OF THE FACULTY OF PHILOSOPHY BUILDING.

Right: IN THE UNIVERSITY CITY, DESIGNED AS ONE OF THE FINEST CULTURAL CENTRES IN EUROPE, BUT NOW DEVASTATED BY CIVIL WAR: GOVERNMENT MILITIAMEN ASLEEP ON THE SETTEES IN A PROFESSOR'S ROOM IN THE FACULTY OF PHILOSOPHY BUILDING; THE WINDOW BARRICADED WITH BUNDLES OF BOOKS AND PAPERS.



HOW THE GRANDIOSE BUILDINGS OF THE UNIVERSITY CITY ARE GRADUALLY CRUMBLING UNDER CONSTANT BOMBARDMENTS AND MINING: THE WRECKED FACULTY OF PHILOSOPHY.

THE peculiar salient held by General Franco's forces in the University City on the north-west of Madrid was the result of an early offensive in this direction about ten months ago—in November of last year. That General Franco's troops have ever since retained this position, untenable by most modern military standards, is one of several incidents in the Spanish war which seem to indicate the comparatively meagre equipment of both armies—other examples being General Franco's original failure to take Madrid, the prolonged siege of the Alcazar, and the "sieges" of Oviedo. The University City was originally designed as King Alfonso's jubilee monument and continued as a Republican monument to liberal culture. Of recent months activity there seems to have been confined to mining and counter-mining. On August 17 a mine and counter-mine were exploded beneath the outer walls of the Hospital Clinico, but, in the words of a "Times" correspondent, "they did not, apparently, much alter the military situation amid the ruins of the building designed to be the largest surgical hospital in Europe and reduced by the civil war to a monumental scrap-heap." As a supreme piece of irony the Government engineers, in these operations, have the assistance of Señor Sanchez Arcaz, the architect who was principally responsible for the grandiose design of the University City. He is now able to put his expert knowledge of the construction of the buildings at the service of those planning to shatter them.



A MAKESHIFT SHOWER-BATH FOR THE TROOPS OCCUPYING WHAT WAS TO HAVE BEEN A CENTRE OF PROGRESS AND ENLIGHTENMENT IN SPAIN: A SOLDIER WASHING IN A BASEMENT IN THE GOVERNMENT LINES.



A GOVERNMENT BATTALION HEADQUARTERS IN THEIR LINES IN THE UNIVERSITY CITY; THE WINDOWS STOPPED WITH BOOKS: MEN OF A "J.S.U." ("YOUNG SOCIALISTS UNION") UNIT WHO HAVE BEEN HOLDING THIS SECTOR.



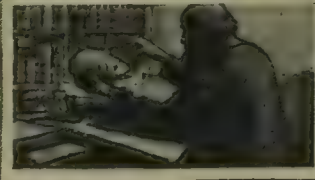
THE FACULTY OF PHILOSOPHY BUILDING, WHICH IS HELD BY THE GOVERNMENT TROOPS: THE UPPER STORIES WRECKED BY SHELL-FIRE, THE GARRISON LIVING ENTIRELY IN THE CELLARS, SINCE THE OPPOSING LINES ARE HERE VERY CLOSE.



"DESIGNED AS THE LARGEST SURGICAL HOSPITAL IN EUROPE AND REDUCED BY WAR TO A MONUMENTAL SCRAP-HEAP": A VIEW OF THE HOSPITAL CLINICO (ON THE SKYLINE), HELD BY FRANCO'S MEN, THROUGH A SHELL-HOLE IN ANOTHER SCHOLASTIC BUILDING; WITH, IN THE FOREGROUND, BUILDINGS OF WHICH GOVERNMENT TROOPS OCCUPY THE CELLARS.



THE WORLD OF SCIENCE.



"THE CONIES ARE BUT A FEEBLE FOLK."

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

WHEN we come to take a wide survey of some particular group of the animal kingdom, whether it be of the lowly protozoa, beetles or butterflies, or birds and beasts, we always find some member of that group which stands apart from the rest. It has, so to speak, a personality of its own. Quite commonly such individuals turn out to be one of the "missing links," standing, as it were, at the parting of the ways to put us on the right track in our efforts to piece together the story of the evolution of that group; of its pedigree, in short. The little animal known as the hyrax is one of these. The adjoining photograph (Fig. 1) well illustrates what I mean when I speak of an animal which has a "personality" of its own. It arrests attention not on account of an imposing appearance, but quite the reverse, for its appearance might well be described as "insignificant," yet when it comes to be carefully examined, it proves to be a profoundly interesting little animal.

The earliest records of its existence were made, thousands of years before the days of systematic zoology, by the Israelites, who had invaded its haunts in what is now commonly called the "Holy Land." It was incumbent on them to know something of the habits of the creatures around them, because their laws forbade them to eat the flesh of some, which were to them "unclean." In the long list of such forbidden meat, given in Leviticus, we find included "the coney"—the Hebrew name for this animal—"because he cheweth the cud, but divideth not the hoof, he is unclean unto you." The belief that it chewed the cud was a mistaken one, and due to the habit of this animal of moving the jaws when resting, something after the manner of a ruminant. But a very lively picture of the habits of the creature is condensed into a few words. "The high hills are a refuge for the wild goats, and the rocks for the conies." For here, amid great boulders and in crannies, they live. But they are very rarely seen, for they retreat with amazing suddenness on the least alarm, uttering a shrill scream which sounds a warning for all the others which have ventured abroad. Though, apparently, on occasion they will emerge from their fastnesses during the day, they come out to feed only in the early morning and the evening.

Canon Tristram, who spent many years in Palestine, was one of the first to give us a trustworthy account of their habits. He found it extremely common in the gorge of Kedron, from Marsaba eastwards, and all down the west side of the Dead Sea. Its flesh, he tells us, is much prized by the Arabs. He himself found it good, but rather dry and insipid, and as dark in colour as that of the hare.

But the hyrax is by no means restricted to Palestine, being represented by several more or less distinct species in various parts of Africa, from Abyssinia to the Cape, where it is known as the "dassie"—*Procavia capensis*. In all, about six species have been described, but the differences between them need an expert to distinguish them.

It is not to be wondered at that the earlier zoologists regarded the hyrax as a rodent, for, superficially, it

is rodent-like in appearance, and its small size, and the form of its front teeth, seemed to confirm this view. But when the evidence to be gleaned from a study of the anatomy of the animal came to be examined, it became clear that here was no rodent. Cuvier was the first to start enquiry in this new direction, and he came to the conclusion that the hyrax was one of the ungulates, or "hoofed" animals, and among these it stood nearer to the rhinoceroses.

The incisor teeth, which were supposed to show a relationship with the rodents, proved, when carefully examined, to differ from those of rodents in important particulars. For though long and curved, and used for gnawing, and though separated by a wide gap from the grinders, they are not chisel-like as in the rodents, but triangular in section, and terminate in sharp points. There are two pairs of incisors in the lower jaw, and they are remarkable

for the fact that their cutting edges are deeply cleft to form three truncated lobes. The outer pair are probably not incisors but canines, which have moved forwards, as in the sheep and oxen. In the upper jaw, canines are wanting. But the "grinders," it is to be noted, present a surprising likeness in some of the species to those of the rhinoceros, and in others to those of the extinct, tapir-like animal which lived during the Eocene period. These resemblances are puzzling, and so far unaccounted for. The jaw, as a whole, is remarkable for the enormous width of its ascending ramus, as may be seen in Fig. 2.

The feet are also peculiar. In the forefoot there are four functional toes, the first digit having become reduced to a mere vestige. The hind-foot has but three toes, of which the innermost is furnished with a long, curved claw, while the others, like those of the forefoot, bear broad, short nails, reminiscent of those of the rhinoceros.

Now, there are many points on which further information is much needed. And this will not be forthcoming until some enterprising zoologist will undertake the somewhat arduous task of making an intensive study of the living animal in its natural haunts. Not till then shall we know why the inner toe of the hind-foot is armed with a long, curved claw, while the others have broad, hoof-like nails. This claw must have some definite function. As a further result of such an intensive study, the mystery of the cleft cutting-edges of the lower incisors may be solved.

Another peculiarity, shared by all the members of the tribe, is the presence of a scent-gland in the middle of the back, surrounded, as a rule, with white hair. We may assume that it is a scent-gland, and probably active only during the breeding season. It is certainly in a very unusual situation.

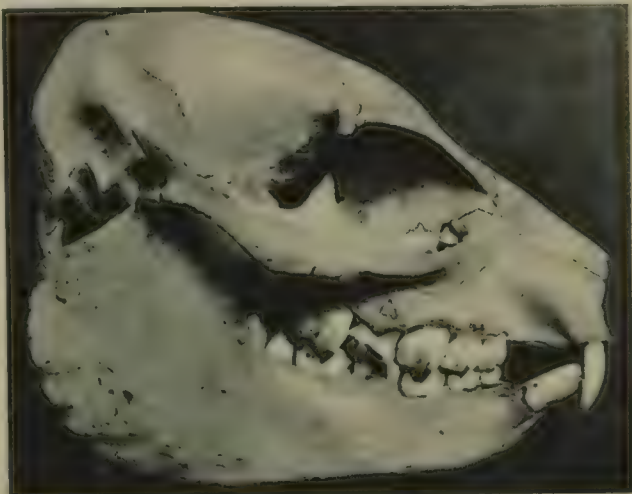
Finally, something must be said of three species, one from West and two from East Africa, which live, not on the ground, but in trees, using such as are hollow for retreats. One of these, *Procavia valida*, lives on Mount Kilma-Njaro, at an elevation of from 7000 to 11,000 feet,

in the dense forest clothing the mountain. They seem to differ from the ground-dwelling species only in that they have but one pair of teats. Here we have another illustration that adjustments to specialised modes of life follow only after countless generations and by slow degrees. The tree-kangaroo affords us a similar example.



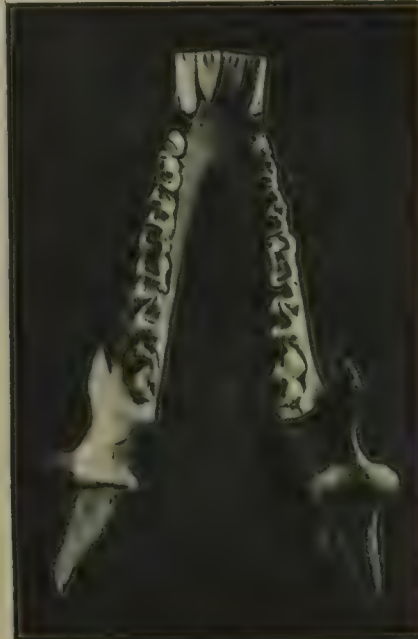
1. LONG SUPPOSED TO BE A RODENT, BUT NOW KNOWN TO BE DISTANTLY RELATED TO THE RHINOCEROS: THE TREE-HYRAX (*DENDROHYRAX DORSALIS*), ONE OF THE MOST REMARKABLE OF LIVING MAMMALS AND THE "CONEY" OF THE BIBLE.

The Hyrax is the "coney" of the Bible. The best-known species are ground-dwellers, inhabiting holes and crannies in the rocks, but several have become adapted to living in trees. In the centre of the white patch is a strange "dorsal-gland" of unknown function.—[Photograph by D. Seth-Smith.]



2. SHOWING THE UPPER INCISOR, PROJECTING FROM THE FRONT OF THE JAW, WHICH IS PECULIAR IN THAT IT GROWS FROM A PERSISTENT PULP AS IN RODENTS; WHILE THE HINDER PORTION OF THE LOWER JAW, BEHIND THE GRINDERS, IS REMARKABLE FOR ITS GREAT WIDTH: A SKULL OF THE ABYSSINIAN GROUND-DWELLING HYRAX.—[Photograph by E. J. Manly.]

Later, Huxley took up the quest, and he came to the conclusion that, though distantly related to the ungulates, it must be placed in an order quite apart. Later investigators, however, are agreed in regarding this most puzzling animal as of no higher rank than that of a sub-order, standing between the elephants on the one hand, and the horses on the other. But no one regards the last word as having been said on this theme, though matters must remain as they are until fossil, ancestral forms have been discovered, and at present evidence from this source is entirely lacking.



3. REVEALING THE CURIOUS TRI-LOBED FORM OF THE INCISOR AND THE MOLARS, WHICH BEAR A STRIKING LIKENESS IN THE FORM OF THEIR CUSPS TO THOSE OF THE RHINOCEROS: THE LOWER JAW OF THE ABYSSINIAN HYRAX.

Photograph by E. J. Manly.

NEWS FROM OVERSEAS—SHANGHAI, QUETTA, AND HOLLAND.



THE TENSE SITUATION IN SHANGHAI AFTER TWO JAPANESE HAD BEEN SHOT BY CHINESE SENTRIES: CHINESE WAITING FOR THE LATEST NEWS.

On August 9 a car containing a Japanese naval officer, Sub-Lieutenant Isao Ohyama, and a rating, Noso Saito, was fired on by Chinese militiamen near Hungjao Aerodrome. Both were killed. The Lieutenant's body bore eighteen bullet wounds when it was handed over to the Japanese; while Saito's body was found a mile away in the fields. The Chinese alleged that the car attempted to enter the aerodrome and refused to stop when challenged, and that the officer fired at the



AN INCIDENT WHICH PROVOKED THE SHANGHAI CONFLICT: THE BULLET-RIDDLED BODY OF SUB-LIEUTENANT ISAO OHYAMA LYING BESIDE HIS CAR NEAR HUNGJAO AERODROME.

sentries, who returned the fire. The Japanese, on the other hand, asserted that the car was being driven on the road outside the International Settlement and was attacked without warning. Following on the Japanese demands and the arrival of twenty Japanese warships at Woosung, just below Shanghai, the situation became tense and anxious crowds besieged the newspaper offices. The Chinese rejected Japan's demands and fighting developed almost immediately.



RECONSTRUCTING QUETTA CANTONMENT WITH EARTHQUAKE-PROOF BUILDINGS: THE NEW BRITISH HOSPITAL SPECIALLY DESIGNED AND APPROVED BY THE MILITARY AUTHORITIES.

The earthquake which devastated Quetta, in British Baluchistan, on May 31, 1935, destroyed about one-quarter of the buildings in the cantonment area and slightly damaged many others. Reconstruction work is now well advanced and the new type of buildings are being constructed of reinforced concrete, which should make them earthquake-proof. Our photographs show the main central block of the new British military hospital in its unfinished state, with the steel



AN EARTHQUAKE-PROOF BLOCK OF BUILDINGS AS MARRIED QUARTERS FOR BRITISH WARRANT OFFICERS IN QUETTA: HOUSES CONSTRUCTED OF REINFORCED CONCRETE.

reinforcing material in the foreground, and a block of buildings designated as "Class 8." These are intended as married quarters for British warrant officers and have been approved by the military authorities in India. The pile of baggage and general household effects seen on the verandah seem to indicate that the occupants are in some cases already moving in. The buildings are ideal for the extreme climatic conditions of Baluchistan.



A YACHT PRESENTED BY THE DUTCH PEOPLE TO PRINCE BERNHARD AND PRINCESS JULIANA AS A WEDDING GIFT: THE "PIET HEIN."

On August 28, T.R.H. Princess Juliana and Prince Bernhard arrived at Muiden and boarded the motor-yacht "Piet Hein," which has been built for the Royal couple as a wedding gift from the Dutch nation. The anchor was weighed and the presentation was made while the yacht made her maiden voyage on the Zuyder Zee. Near Amsterdam the "Piet Hein" cruised through a double line of some one thousand yachts and sailing boats which had drawn up to welcome it, and their Royal Highnesses saluted the cheering crowds, among which were the crews of fishing-boats in national and provincial costume. Princess Juliana and Prince Bernhard eventually landed at the quay behind the Amsterdam Central Station. It will be remembered that the wedding of Princess Juliana to Prince Bernhard of Lippe-Biesterfeld took place at the Hague on January 7 this year. The ceremony was attended by the Duke of Kent.



ARRIVING AT MUIDEN, WHERE THEY BOARDED THE MOTOR-YACHT "PIET HEIN": T.R.H. PRINCESS JULIANA AND PRINCE BERNHARD.

UNRAVELLING THE SECRETS OF ANCIENT CARVINGS, AND THE ONLY ANCIENT PLUMED SERPENT



1. A FIND AT THE NEWLY DISCOVERED MONOLITHIC TEMPLE AT MALINALCO, MEXICO: THE STYLISED HEAD OF AN EAGLE CARVED ON THE "BENCH" ROUND THE SANCTUARY.



2. THE "TIGER'S" (JAGUAR'S) HEAD CARVED ON THE "BENCH" RUNNING ROUND THE SANCTUARY OF THE MALINALCO TEMPLE: A REPRESENTATION PERHAPS CONNECTED WITH THE AZTEC TIGER CLAN OF WARRIORS.



3. GUARDING THE ENTRANCE OF THE SANCTUARY AT MALINALCO: A MONSTER (NOW MUTILATED) SUPPORTED BY A SERPENT WITH ARROWS FOR SCALES.



4. THE CURIOUS STYLISATION OF THE ANIMALS CARVED IN THE SANCTUARY: THE JAGUAR LAID OUT AS THOUGH IT WERE A TIGER-SKIN.



5. ONE OF THE CARVED EAGLES AT MALINALCO: THE BIRD REPRESENTED AS FLATTENED OUT, WITH THE TAIL FEATHERS PRESSED UP AGAINST THE WALL.

MEXICO: THE NEWLY DISCOVERED TEMPLE AT MALINALCO, WITH REMARKABLE AMERICAN ARCH KNOWN; AND THE "PYRAMID" OF CALIXTLAHUACA.



6. THE REMAINS OF WHAT IS PROBABLY THE ONLY ARCH KNOWN IN MEXICAN ARCHAEOLOGY (ABOVE; LEFT CENTRE): THE ENTRANCE TO THE SANCTUARY AT MALINALCO.



7. ANOTHER VIEW OF THE ENTRANCE TO THE MALINALCO TEMPLE; SHOWING ONE OF THE MUTILATED JAGUARS ON THE RIGHT.



8. THE QUETZALCOATL "PYRAMID" AT CALIXTLAHUACA, ANOTHER OUTSTANDING NEW DISCOVERY IN MEXICAN ARCHAEOLOGY: THE THREE SUPERIMPOSED DRUMS OF THE OLD STRUCTURE DENIED OF LATER CASING.



9. ANOTHER ASPECT OF THE QUETZALCOATL (PLUMED SERPENT) TEMPLE AT CALIXTLAHUACA: REMAINS OF THE LATER, OUTER, CASING SEEN IN THE FOREGROUND; AND THE OLD CIRCULAR CORE AT THE BACK.



10. AN APSE DECORATED WITH CARVED STONE SKULLS: A BUILDING DISCOVERED NEAR THE CALIXTLAHUACA PLUMED SERPENT TEMPLE.

On these pages we give photographs of the monolithic temple at Malinalco and the "pyramid" at Calixtlahuaca, two recently explored Mexican sites, which are described in the article on the succeeding page. The temple probably dates from about two centuries before the Spanish conquest (which began in 1519), and would seem to be connected with the Aztec "Eagle" and "Tiger" order of warriors. Warfare, it will be recalled, was an essential feature of Aztec "civilisation." According to Aztec ideas, the sun was a deity whose sole sustenance was blood. Unless he was well supplied with

plentiful meals of this horrible food he would perish, and the whole world would be plunged into a dark and desert abyss of gloom and famine. The Aztecs thought that several suns had, indeed, already perished through lack of provision, as had older races of men. Hence the importance of human sacrifice. The Aztec "Empire" included independent and confirmed hostile populations, who met the Aztecs almost annually in border battles, from which each side retired to sacrifice its prisoners before the temples. War was thus almost a ritual—its object, the capture of prisoners, not the killing of enemies,

and warriors obtained promotion in accordance with the number of prisoners they took. Human sacrifices reached such proportions under the Aztecs that it is believed that no fewer than 20,000 victims were slaughtered on the occasion of the dedication of the great pyramid of Tenochtitlan. Distinction must be drawn, however, between the sun, which was supposed to require this revolting sustenance, and the "man of the sun," Quetzalcoatl, the god to whom the Calixtlahuaca pyramid was probably dedicated. No human sacrifices were made to him. He was the "Plumed Serpent" who left his divine

sphere for the purpose of instructing mankind in the arts of civilisation. There was an ancient legend that Quetzalcoatl, after instructing the people, departed eastward over the sea, promising to return in a year of a certain date. According to an ancient Aztec tradition, Quetzalcoatl was white-skinned and bearded, and the arrival of the Spaniards, in the appropriate year, led the unfortunate Montezuma II., who had been trained as a priest, to adopt a fatally hesitating policy towards them. Can history supply a coincidence more dramatic or more ironical?

UNRAVELLING THE SECRETS OF ANCIENT MEXICO:

**TWO RECENTLY EXCAVATED TEMPLES;
ONE HAVING THE ONLY ANCIENT
AMERICAN ARCH HITHERTO KNOWN.**

Description based on notes supplied by Rodney Gallop.

The Golden Treasure discovered in 1932 in Tomb No. 7 at the Mixtec site of Monte Alban, near Oaxaca, and the extensive excavation and restoration carried out by Sylvanus Morley at the Mayan site of Chichen Itza, under the auspices of the Carnegie Institute, have tended to distract attention from less sensational discoveries recently made in other fields of Mexican archaeology. The Monte Alban finds were fully illustrated by us in a number of issues in the first half of 1932; while recent discoveries at Chichen Itza (including sculpture of great beauty and scientific importance) were dealt with in our issue of July 3 of this year. A colour reproduction of one of these finds—the amazing “tiger-altar”—is given in this number. On this and on the previous pages we give a description and photographs of two quite recent Mexican discoveries which, though little known, are of great interest—the monolithic temple at Malinalco, and the “pyramid” at Calixtlahuaca. Mr. Rodney Gallop, who has furnished us with this material, is already well known to our readers for his interesting photographs of Mexican subjects.

It has been calculated that on an average no fewer than 300 archaeological sites are discovered every year in this vast and inexhaustible country of Mexico. Funds and time naturally do not permit of the excavation of more than a small proportion of these, but steady work has continued during the last few years at those which have seemed more promising, with interesting results in the area inhabited by the Nahua peoples.

The centre of the Nahua peoples, it may be explained, was on the south-east end of the great central mesa of Mexico, where the Toltecs were the most important prehistoric and the Aztecs the best-known historic representatives. Through the Toltecs and Aztecs, the Nahua peoples share with the Maya the distinction of having been the bearers of highest culture in aboriginal America.

The most striking recent discovery in Mexico is the monolithic temple at Malinalco, in the south-west corner of the State of Mexico. The “pyramid” is perched high on a mountain-side among precipitous crags formed by erosion (see Fig. 11 on this page), and the site is thus similar to that of the famous Tepozteco pyramid above Tepoztlan. Here the resemblance ceases, however, for the Malinalco “pyramid,” contrary to the usual Aztec practice, is hewn out of the solid rock and owes to this fact its unusual features.

The steep-pitched flight of thirteen steps (Figs. 6 and 7 on preceding page), flanked by mutilated jaguars, leads to a well-



12. A VERY REMARKABLE FEATURE OF THE MALINALCO TEMPLE: THE REMAINS OF THE ENTRANCE TO THE SANCTUARY, CONSTITUTING PROBABLY THE ONLY ARCH KNOWN IN MEXICAN ARCHÆOLOGY; HEWN FROM SOLID ROCK.

The true arch was unknown to the aboriginal peoples of America, and hence it is safe to say that this doorway, hewn from solid rock, is the only example of round arch known to have been made in ancient Mexico. The upper part has been broken down, perhaps by an earthquake.



11. THE SITE OF THE MALINALCO MONOLITHIC TEMPLE; WITH ONE EXCEPTION, THE MOST IMPORTANT RECENT ARCHÆOLOGICAL DISCOVERY IN MEXICO: THE “PYRAMID” (x), ON A LOFTY SPUR, WHERE IT WAS HEWN FROM VIRGIN ROCK.

The finds at Chichen Itza, illustrated in our issue of July 3, will probably be conceded to be the most important recent archaeological discovery in Mexico, a country where such discoveries are being made all the time. But, apart from that, the Malinalco pyramid is probably the most important recent find; though, of course, of quite a different order from the Mayan relics found at Chichen Itza.

preserved circular sanctuary, to which entrance is given by a round arch pierced in a stone wall and surmounted by a carved plumed serpent (Fig. 12 on this page). Since the pre-Conquest Indians were ignorant of the principles of the true arch, this is the only round arch known to American archaeology. Unfortunately, this arch has been broken in, probably by a fall of rock or by an earthquake. This has also damaged the monster on one side of the entrance, the feet of which rest on a serpent with arrow-heads for scales (Fig. 3). Round the inside of the sanctuary runs a stone step or bench on which are carved two eagles and a “tiger” (Fig. 5). A third eagle occupies the centre.

The technique of these perfectly preserved carvings (Figs. 1 and 2) is highly stylized, the heads being modelled in the round and the bodies indicated in relief. This effect is particularly marked in the tiger (Fig. 4), the tail of which runs up the wall, while the skin is stretched squarely between the four paws, suggesting nothing so much as those tiger-rugs which adorned the drawing-rooms of our Victorian ancestors. The prominence of the tiger and eagle in the Malinalco scheme of things suggests that the pyramid-temple, which probably dates from a century or two before the

Conquest, was in some way connected with the Aztec Eagle and Tiger orders of warriors.

Another remarkable “pyramid” has recently been excavated near the village of Calixtlahuaca, also in the State of Mexico and near the capital, Toluca, in territory inhabited to-day by the Matlatzinea Indians. This example is circular, a fact from which it can be deduced with a reasonable degree of certainty that it was dedicated to the god Quetzalcoatl, the Plumed Serpent whose coils its circular shape represents. Quetzalcoatl (whose name was a literal translation of the great Maya god Kukulcan) presided over Arts and Crafts, the Calendar and generally over the culture which the Nahua nomads adopted when they settled down to a sedentary life of agriculture.

Like most Mexican temples, the Calixtlahuaca “pyramid” has been enlarged from time to time by the superimposition of layers of masonry. The original structure consists of three drum-shaped tiers rising one above another (Fig. 8). At some date, probably in the fifteenth century, this building was badly damaged by earthquake and another superimposed upon it in a modified style designed to offer greater resistance to earth tremors. In this the different tiers of masonry had alternately vertical and slanting walls, these last serving as buttresses (Fig. 9). But as it has turned out, it is this later building which has suffered most from the ravages of time, the earlier having been preserved from further destruction by its protecting covering of masonry. Near the site of this “pyramid” a small building has been discovered with a circular apse, in the outside of which stone skulls and balls are embedded (Fig. 10).

MAN AND EVILS: SPANISH "LESSONS" IN THE LEAGUE'S COUNCIL HALL.



MURAL DECORATIONS SYMBOLISING MAN'S TRIUMPH OVER THE EVILS THAT HAVE THREATENED HIM, AND HIS HOPED-FOR SUBJUGATION OF THE MENACE OF WAR: SOME OF THE SERIES OF MAGNIFICENT PAINTINGS BY SEÑOR JOSÉ MARIA SERT IN THE COUNCIL HALL OF THE LEAGUE OF NATIONS AT GENEVA; AND THE COUNCIL IN SESSION.



"THUS SPAKE SALAMANCA": FIVE CONTINENTS JOIN HANDS IN THE CEILING-PIECE OF THE COUNCIL HALL, WHICH REFERS TO THE TEACHING OF INTERNATIONAL LAW AT SALAMANCA UNIVERSITY.

WE reproduce here some of the fine paintings which decorate the Hall for Council meetings in the League of Nations building at Geneva; and, in particular, two dealing with peace and international law which have a melancholy interest at the present time, when the world is distraught by international conflicts and crises. All are the work of Señor José Maria Sert, a distinguished Spanish artist, and were presented by the Spanish nation. They are painted in sepia on a gold ground, a colour scheme giving them a singularly rich and impressive effect. The series symbolises the efforts of humanity to overcome the evils that threaten it, and, finally, meeting that of war; this consummation being typified by the mural entitled "Why Not?" illustrated here. In this, it seems that the guns, which are depicted as still firing, have become useless at later stages and are being thrown down. In the foreground there is a joyous meeting of women and steel-helmeted soldiers. "Thus spake Salamanca" is a reference to the ancient Spanish University, where International Law is supposed to have been first studied.



"WHY NOT?": A PAINTING, IN THE COUNCIL HALL AT GENEVA, SYMBOLISING THE SUBJUGATION OF THE MENACE OF WAR.

THE TRAGEDY OF SHANGHAI AND THE SETTLEMENT. THE BOMBED NANKING ROAD AND OTHER WAR SCENES.



THE JAPANESE EXODUS FROM SHANGHAI, WHERE MUCH OF THE FIGHTING TOOK PLACE AROUND HONGKOW, A QUARTER LARGELY INHABITED BY THEM; WOMEN AND CHILDREN BEING EVACUATED IN A LINER.



THE DESTRUCTIVE FIRES AT SHANGHAI CAUSED BY AERIAL BOMBS AND SHELLED; A JAPANESE OFFICER WATCHING A BIG BLAZE ON THE BANKS OF THE WUSSUNG.



THE FIGHTING AT SHANGHAI: A JAPANESE POST ESTABLISHING ITSELF ON THE ROOF OF A HIGH BUILDING; WHILE FIRES ARE SEEN BURNING ON THE HORIZON.



A JAPANESE ANSWER TO THE CHINESE BOMBING AIRCRAFT, WHICH, GENERALLY, APPEARED DISCERNIBLE TO FACE THE RISK OF BEING SHOT DOWN: AN ANTI-AIRCRAFT GUN ON SHORE AT SHANGHAI.



ONE OF THE JAPANESE SEAPLANES WHICH MET THE CHINESE AERIAL ATTACKS, BUT WERE APPARENTLY OUTCLASSED: A MACHINE BEING HOISTED ON BOARD A WARSHIP AT SHANGHAI.

After weeks of tension at Shanghai, a conflict between the Chinese and Japanese was precipitated by the shooting of two Japanese at the Hungjao Aerodrome. On August 11 the Japanese demanded the withdrawal of the Chinese Peace Preservation Corps. The Chinese did not comply. Fighting broke out round Japanese districts on August 13. The Chinese began shelling the headquarters of the Japanese Marines, and were answered from Japanese warships lying in the Wussung. On August 14 occurred the calamitous bombing of the International Settlement. The destruction caused by the bombs which fell on the Nanking Road between the Cathay and the Palace Hotels is illustrated on the



AFTER THE UNINTENTIONAL, BUT DISASTROUS, BOMBING OF THE NANKING ROAD BY CHINESE: THE SCENE IN FRONT OF THE PALACE HOTEL.



THE NANKING ROAD BOMBED: OUTSIDE THE CATHAY HOTEL, WHERE HUNDREDS OF CASUALTIES WERE CAUSED; WITH A BURNT-OUT CAR.

opposite page. Hundreds of people were killed and wounded, including about twelve foreigners. Among the latter was Professor Robert Reischauer, of Princeton University, whose portrait we gave in our last issue. The bombs, it will be recalled, were dropped unintentionally by Chinese aircraft engaged in attacking the Japanese warships—notably the flagship "Izumo"—moored off Hongkew. The intense Japanese anti-aircraft fire seems to have kept the Chinese at a distance and their bombs constantly went wide. Another civil building struck was the Asiatic Petroleum Company's installation on the Pootung side of the Whangpoo, opposite the International Settlement.

HOME AND FOREIGN NEWS: EVENTS HERE AND OVERSEAS PICTURED.



SAVED AFTER HAVING BEEN THREATENED WITH EXTINCTION FOR VICIOUSNESS: THE FAMOUS ST. BERNARD DOGS IN THEIR NEW ENCLOSURE AT THE ST. BERNARD HOSPICE.

Early this year, one of the famous St. Bernard dogs at the St. Bernard Hospice attacked and killed the young daughter of a Swiss doctor. As some of them had been showing vicious tendencies, it was thought that all would have to be destroyed. However, a special kennel has been constructed near the lake and in this the dogs can be kept without any danger to travellers. The Bureau International Zoophile of Geneva offered 15,000 frs. for this purpose.



AFTER AN EXPLOSION WHICH INJURED THE CREW OF THREE PEOPLE: POURING WATER ON THE BLAZING MOTOR-YACHT "ODTAA IV." IN NEWHAVEN HARBOUR.

Two women and a deck-hand were injured when the 21-ton motor-yacht "Odtaa IV." burst into flames following an explosion which occurred just after she had been refuelled with petrol. The yacht was lying in Newhaven Harbour and had taken 60 gallons aboard from a lorry when the deck blew up and the vessel caught fire. The two women were picked up from the water by small boats and the deck-hand was rescued from the boat's side.



BOMBED BY CHINESE AEROPLANES WHILE OFF WOOSUNG ON HER WAY TO EMBARK AMERICAN REFUGEES: THE U.S. DOLLAR LINER "PRESIDENT HOOVER," WHICH WAS MISTAKEN FOR A JAPANESE TRANSPORT AND DAMAGED.

On August 30 the U.S. Dollar liner "President Hoover" was bombed by three or four Chinese aircraft under the impression that she was a Japanese transport, when she was twenty miles off Woosung, where she was due to call to pick up American refugees. Her wireless operator sent out a call for assistance which was answered by H.M.S. "Cumberland," which went to the scene and rendered medical aid. It was found that the liner was only slightly damaged, but that seven members of her crew were injured (one has since died). The United States Ambassador lodged a vigorous protest with the Chinese Government, who admitted responsibility and promised redress.



SHOWING THE "CALEDONIA" TO THE PUBLIC: THE FLYING-BOAT OVER SOUTHEAST DURING HER THREE-DAY TOUR OF THE BRITISH COAST.

On August 30, the now famous Transatlantic flying-boat "Caledonia" started on a test flight which was also a means of enabling the public to see her. She made a three-day circular tour of the coast-line and, where possible, circled over the principal seaside resorts. The tour extended as far north as Edinburgh and Glasgow, and, on her return, she passed over resorts on the Welsh coast before completing her journey.



WEARING STEEL HELMETS OF GERMAN TYPE: WELL-EQUIPPED CHINESE SOLDIERS WITH A HEAVY MACHINE-GUN CROSSING A RIVER BY PONTOON.

Certain sections of the Chinese forces are in possession of quite up-to-date equipment, but when the fighting is at close quarters they prefer to use their "big swords" in preference to the bayonet. Our photograph shows some of these better-equipped Chinese troops crossing a river with a heavy machine-gun in a pontoon which would not disgrace the Royal Engineers. The steel helmets, which are akin to those worn by the German Army, should be particularly noted.



THE "TIGER-ALTAR"—WITH A TURQUOISE MOSAIC SOLAR DISC ON ITS BACK, AND EYES AND SPOTS OF APPLE-GREEN JADE: A REMARKABLE FIND AMONG MAYA RUINS AT CHICHEN ITZA.

In a recent issue, we reproduced in monochrome some of the remarkable finds made by archaeologists of the Mexican Government among the Maya ruins at Chichen Itza, Yucatan. These discoveries have added considerably to the growing fund of fact about the Maya with which the Carnegie Institute of Washington has been concerned for many years, in close association with representatives of the Bureau of Pre-Hispanic Monuments of the Mexican Government. One of the most remarkable objects discovered in a small shrine within the Temple of Kukulcan was a "Tiger-Altar." It represents a jaguar (or Mexican tiger) carved

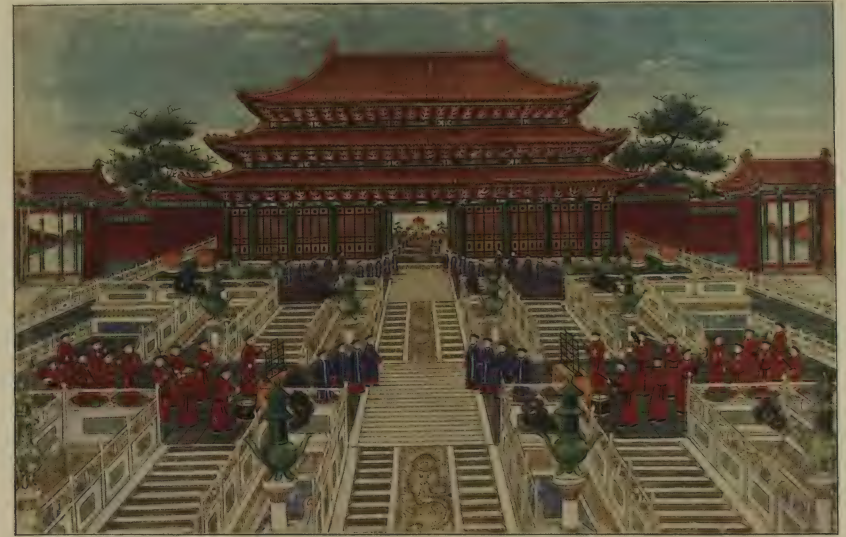
from a single block of stone, and painted a vivid red. The spots on the body (73 in number) and the eyes are formed by inlays of apple-green jade; and the teeth and fangs consist of a hard white stone. On the flat back, forming an altar, is a very beautiful solar disc made of turquoise mosaic, which shows signs of burning by the fire of some sacrificial ceremony. When found, the altar bore two offerings: a jade and coral necklace and a small jade head. The figure measures 33½ in. in length and is 19½ in. high. The head alone is 8½ in. high. Visitors can now view this "altar" and other objects where they were found.

REPRODUCED BY COURTESY OF THE CARNEGIE INSTITUTION OF WASHINGTON, FROM A COLOUR-PHOTOGRAPH IN THEIR "NEWS SERVICE BULLETIN."

WHEN THE "SONS OF HEAVEN" REIGNED IN PEKING: OLD CHINESE PAINTINGS OF THE CITY JAPAN NOW OCCUPIES.



PEKING A HUNDRED YEARS AGO: AN OLD CHINESE PICTURE OF A COMMERCIAL QUARTER OF THE FORMER IMPERIAL CAPITAL OF CHINA.



IN THE DAYS WHEN THE FORBIDDEN CITY WAS THE CENTRE OF THE COURT AND CEREMONIAL LIFE OF CHINA: A SCENE IN THE IMPERIAL PALACE AT PEKING, NOW LARGELY TURNED INTO MUSEUMS AND PUBLIC BUILDINGS.



THE FAMOUS "SUMMER PALACE": A SCENE IN THE GARDENS, WHICH ARE NOW OPEN TO THE PUBLIC; SHOWING A MARBLE BRIDGE ON THE RIGHT.



THE NORTHERN ENTRANCE TO THE IMPERIAL PALACE AT PEKING A HUNDRED YEARS AGO; WITH THE COAL HILL SEEN ON THE LEFT.

Again belying its infelicitous name—"Northern Peace"—Peiping, better known as Peking in this country, has experienced a fresh vicissitude. A Japanese régime has succeeded the former semi-independent Chinese one; war-clouds are gathered luckily round the ancient city; and none

can tell what its fate will be. The illustrations on these pages preserve the charm of a Peking long past. Cars and bicycles and trams have transformed the street scene, not to speak of the clothes and houses of the citizens. The old Imperial Palace in the Forbidden City has remained as the

centre of a city that is now largely a museum. The Coal Hill, seen in the last illustration, lies to the immediate north of the Forbidden City. It is an artificial construction formed from the earth taken out of the moat when the Forbidden City was built. The earth is supposed to have

been heaped on a huge amount of coal and charcoal stored at this point for use in an emergency. The Hill was constructed to guard the palace from evil influences coming from the north. The five pavilions on it were built in 1758.



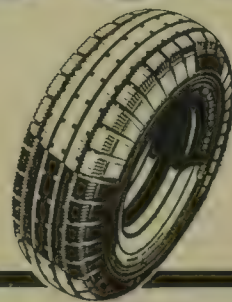
FAMOUS FORTS

RYE CASTLE

Edward I built the Ypres Tower and Land Gate which still remain as a memento of the age when Rye was a fortified port.

Today, just as in the days of Edward I, safety is the prime personal consideration. Hence DUNLOP Tyres. In this age of speed, the modern motorist will get, in DUNLOP Fort Tyres, his best safeguard against the risks of the road. For long service, safety, comfort and economy, fit DUNLOP.

DUNLOP



Fort TYRES

FREEZING THE EARTH TO ARREST A LANDSLIDE: AN ENGINEERING FEAT.

DETAILS BY COURTESY OF "THE ENGINEERING NEWS-RECORD."



SHOWING SOME OF THE 377 PIPE POINTS THROUGH WHICH BRINE WAS PASSED TO FREEZE A LANDSLIDE HINDERING WORK ON THE GRAND COULEE DAM: A UNIQUE METHOD WHICH HELD UP 200,000 CUBIC YARDS OF EARTH.

During the construction of the Grand Coulee Dam on the Columbia River, in the State of Washington, for the purpose of flood-control, irrigation, and the supply of electrical power, the contractors experienced difficulty owing to the nature of the soil, which slid down into the excavations. As a temporary measure, in order to restrain the sliding material until they had excavated to the required depth

and built up a sufficient height of dam, in concrete, to be out of danger from further slides, the contractors used the unique method of freezing the water-soaked silt in an arch. Before it was frozen, the earth was moving down at 2 ft. an hour, but the process arrested this movement. Pipes were sunk deep into the soil, and brine, cooled by two ammonia compressors, was pumped through them.

AIRCRAFT AND INTERNATIONAL AMITY. GLIDING THROUGHOUT THE WORLD.

By J. R. ASHWELL-COOKE (Vice-President and Founder of the London Gliding Club).

That gliding as a sport may have a great future none can deny after having read that 6000 people paid for admission to watch the competitors at the eighth national meeting of the Derbyshire and Lancashire Gliding Club at Great Hucklow, near Sheffield, on August 29. The attendance, indeed, was a record for any club in this country and is the more remarkable because Great Hucklow is some seventeen miles from the nearest centre of population. But the great importance of gliding lies in the fact that, as Mr. Ashwell-Cooke explains in his article, it is now an international pastime and, therefore, a means of promoting the international good fellowship and understanding everyone desires. The London Gliding Club has recently shown how this can be achieved by arranging the very successful Anglo-German Gliding Camp on Dunstable Downs, which was attended by some of the leading German pilots.

THE development of aviation in its many phases is becoming an increasingly important factor in the life of the world, so much so that it is difficult to keep track of the numerous aspects which are being developed. One of the most interesting of these, although perhaps the least known, is the rapid strides made by motorless flying, or, as it is more commonly known, gliding. With the exception of a few flights for experimental purposes in connection with power-flying made by the Wright brothers in 1908, there was practically no serious effort to develop this aspect until after the war. Then, as a result of the stringent limitations upon aviation developments placed upon Germany by the Versailles Treaty, gliding came into its own. To-day Germany is pre-eminent in this sphere, but several other Governments have been so impressed by the progress made that they are also becoming interested parties.

In Germany, gliding is used principally as a method of selection for pilots for the German Air Force. Applicants

responsible trustees that most encouraging results have been achieved. There are now five soundly established and well-organised gliding centres serving different areas of population, and in addition a further twenty gliding clubs are in course of development. In all, nearly 1000 pilots have passed the prescribed international gliding tests,

Government has granted a subsidy of about £5000 yearly to encourage motorless flying. Although only a small sum, this money has been so ably administered by the

devoting considerable time and attention to the possibilities of motorless flying. A gliding school has been established in Salzburg in which Air Force influence predominates, and already two machines of most interesting design are being produced in considerable numbers. Both the Swiss and Belgian Governments are interested in this new branch of aviation, and although not according it official status, every encouragement is offered to the sporting development.

Within the Empire gliding has met with a mixed reception. The Australian Government has granted a small subsidy to encourage gliding and a number of amateur pilots are producing promising results, whilst in New Zealand there are two gliding clubs but no Governmental support. Considerably greater interest has been shown by

the Government of South Africa, particularly where German influence predominates. Some excellent flights have been made there by visiting English pilots and British machines have been ordered in such numbers that the German Government is now arranging for some of its finest pilots to demonstrate German products there. Considerable financial support has been afforded to the civilian development by Sir Abe Bailey, and the South African Air Force is itself now expressing keen interest in the results obtained. Gliding organisations are also in existence in Italy, Egypt, Palestine, Norway, and South America.

So rapid has been the development of gliding throughout the world that it is, as yet, impossible to estimate its true value. There are inevitably many schools of thought, but from the evidence at present available there seems no reason to anticipate that future development will

not be equally rapid. At least two important aerodynamic discoveries which are now incorporated universally in current aircraft design may be attributed to gliding, and for this reason, if for no other, it would seem desirable that Great Britain should offer still further encouragement to the rapidly-increasing number of gliding enthusiasts. This does not necessarily mean the expenditure of large sums of money, as much of the information which is at present urgently required could be provided through existing channels. The co-operation of one or two universities or technical organisations who possess wind-tunnels for aircraft test purposes would be invaluable, and the use of aerodromes or aircraft for aeroplane-towing purposes would be most gratefully received, and any organisation or individual willing to co-operate in such a manner should communicate with the British Gliding Association, 119, Piccadilly, London, W.1.

At the moment, concrete evidence of the exact utility of gliding cannot be provided, and it will not be possible to do so until further development has been attained. It is, however, already apparent that many recruits have been attracted at least to investigate the art of air pilotage, and that gliding is the ideal medium for the encouragement of air-mindedness.



THE HEADQUARTERS OF THE LONDON GLIDING CLUB AT DUNSTABLE PHOTOGRAPHED FROM A SAILPLANE—SHOWING (ON THE LEFT) THE LONG, STREAM-LINED TRAILERS USED FOR RECOVERING THE MACHINES AFTER A CROSS-COUNTRY FLIGHT.

for posts, following the customary tests for physical fitness, are passed on to one of the numerous national gliding schools, and are required to pass tests of ability to glide after an initial period of one month's instruction. If they are unsuccessful it is considered unlikely that they will become good pilots of power-driven aircraft, and they are transferred to non-flying units. On the other hand, successful applicants undergo an advanced course in gliding, lasting a further six weeks, before being posted to flying training schools. No claims are made at present that this produces a higher standard of flying ability than would result from normal flying training, although present experience indicates that such is the case. The underlying principle of these methods is, however, that this is an extremely economic method of selection, with a considerable saving in expense due to the elimination of time and money spent upon training unsuitable material.

To-day Germany has at least 10,000 competent glider pilots, about half of whom obtained their gliding experience through sporting organisations, and who do not occupy flying posts. These men are, however, regarded as a valuable potential reserve in time of war. As a background to this vast gliding community, two German universities concentrate upon gliding as a medium for meteorological and aerodynamic research. The high standard of success attained is best indicated by the world's gliding records, all except one of which are held by Germany. Perhaps the most spectacular of these is the altitude record, which stands at nearly 20,000 feet, but those for cross-country flying or duration are, to say the least, impressive, being respectively over 300 miles and forty hours.

In England gliding has been developed almost entirely along sporting lines and has, until recently, received no official support. For the past two years, however, the

up to the high standard of technical efficiency of the winners. This casts no slur upon either designer or manufacturer, but indicates once again the vital necessity of better technical co-operation.

The largest gliding organisation in England is the London Gliding Club at Dunstable, where some thirty machines are in constant use, and which is visited by many thousands of people every fine week-end during the summer months. This centre is now quite an impressive one. From it, numerous cross-country flights have commenced, including Mr. Philip Wills's British cross-country record of 110 miles to Lowestoft. Other smaller but nevertheless substantial gliding organisations serve Birmingham, Derby, Manchester, Bradford, and Belfast.

If further evidence of the growing importance of gliding is required, it is available. In the United States of America there is a small but strong amateur gliding movement working without subsidy, and the U.S. Naval Air Service has now introduced gliding into its training curriculum. The French Air Ministry has launched a substantial national campaign to popularise gliding, and Japan has recently entertained a German gliding mission for the same purpose. In Poland, there is a large gliding section of the Air Force, a national glider factory, and it is impossible for anyone to take a pilot's licence without gliding experience. A very high standard of results has been achieved, and the recent international competitions demonstrated that Polish glider pilots have little to learn from Germany.

Comparatively little information is available concerning Russian gliding, but it is known that there are several State-owned gliding schools. That country is also devoting considerable attention to the idea of glider trains, which seem likely to open up very interesting possibilities for the handling of air freight. Nearer home, Austria is also



THE GRACE OF SOARING FLIGHT: MR. R. G. ROBERTSON FLYING HIS "CONDOR" SAILPLANE AT THE EIGHTH NATIONAL GLIDING MEETING OF THE DERBYSHIRE AND LANCASHIRE GLIDING CLUB AT GREAT HUCKLOW, NEAR SHEFFIELD.

and this number is likely to show a very large increase during the next twelve months. The principal obstacle at the moment is the lack of technical co-operation, and until this is forthcoming it does not seem likely that the standards of design can hope to equal the German products. In the recent international gliding competitions held at the principal German gliding centre, Mount Wasserkuppe, a British team demonstrated that our standard of pilotage rapidly approaches that of Germany, despite the fact that its machines were not



A LEADING GERMAN GLIDER-PILOT: FRÄULEIN EVA SCHMIDT, WHO WAS TOWED BEHIND AN AEROPLANE FROM GERMANY TO ATTEND THE ANGLO-GERMAN GLIDING CAMP AT DUNSTABLE, ADJUSTING HER PARACHUTE IN PREPARATION FOR HER RETURN FLIGHT.

AIRCRAFT AND INTERNATIONAL AMITY: GLIDING AS A UNIVERSAL SPORT.



AN EVENT WHICH ATTRACTED SOME SIX THOUSAND PAYING SPECTATORS: A VIEW OF THE NATIONAL GLIDING MEETING AT GREAT HUCKLOW, NEAR SHEFFIELD, FOR WHICH TWENTY-THREE MACHINES WERE ENTERED AND AT WHICH FORTY-EIGHT PILOTS COMPETED; INCLUDING CAPT. RATTRAY, WHO REACHED A HEIGHT OF 3400 FT.



WITH A MAGNIFICENT VIEW OF PEACEFUL COUNTRYSIDE BELOW AS HE SOARS IN ENGINELESS FLIGHT: THE PILOT OF A SAILPLANE GLIDING OVER THE MIDLAND GLIDING CLUB'S SITE AT LONG MYND, SHROPSHIRE—A PHOTOGRAPH WHICH EXPLAINS THE GROWING APPEAL OF THIS FORM OF FLIGHT.

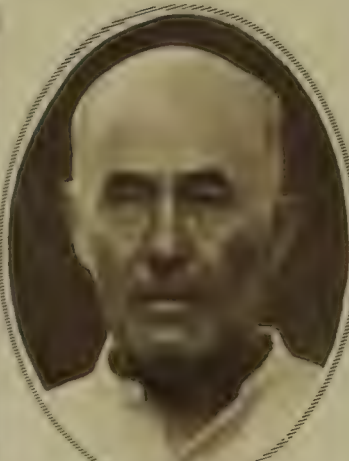
The growing international appeal of soaring flight, or gliding, seems peculiar, at first, in an age devoted to the internal combustion engine. But Man has longed, through the ages, to emulate the birds in flight, and gliding is the nearest approach to such ambition. The sailplane pilot depends on his skill and experience to keep him in the air and, under favourable conditions, can make lengthy cross-country flights or soar up to several thousand feet. As a sport, gliding has endless possibilities and, perhaps, eventually a commercial use will be made of it by towing transport gliders behind aeroplanes which can cast them

off over any desired point. Fortunately, unlike the aeroplane, whose early promise has yielded not only civil flying, but devastating military and naval flying, the sailplane has no fighting value and its future development depends alone on the international exchange of ideas between the various gliding clubs which are springing up all over the world. It is with such meetings as the recent Anglo-German Gliding Camp at Dunstable, where British and German pilots, with a mutual love of the sport, willingly exchanged information and gave instruction in handling the craft, that the greatest future of gliding lies.

PEOPLE IN THE NEWS: PERSONALITIES AND EVENTS OF THE WEEK.



MR. RUPERT BELLVILLE.
Reported to have been captured by the Spanish Government forces on August 25, when he landed at the Santander aerodrome under the impression that the city had already fallen to the Nationalist forces. He was compelled to fly a Government officer to Giron or Llanes.



LIEUT.-COL. E. PERCY-SMITH.
Big-game shot and collector of specimens for various museums. Died August 13. In 1932 captured a bongo which was exhibited in New York. Earlier this year the London Zoo received a female bongo, which he had also caught, the first specimen to reach this country alive. This was illustrated in our issue of January 9.



MR. J. R. POPE.
Distinguished American architect. Died August 28; aged sixty-three. Prepared the plans for the additions to the British Museum and the Tate Gallery. Was preparing the final details for the new National Art Gallery in Washington, the late Mr. Andrew Mellon's magnificent gift to the American nation.



SIR EDWARD POULTON.
President of the British Association Meeting at Nottingham, September 1-8. Aged eighty-one. Hope Professor of Zoology in the University, Oxford, 1893-1933. Elected Hon. Life President of the Royal Entomological Society of London in 1933. President of the Linnæan Society of London, 1912-16.



BRIG.-GENERAL F. P. CROZIER.
Distinguished soldier. Died August 31; aged fifty-eight. Served South African War; N. Nigeria and Zululand. Commanded 119th Infantry Brigade, 1916, and 3rd Bn. Welch Regiment, 1919. G.O.C. 40th Division, 1919. Author of much-discussed book, "The Men I Killed."



MR. R. G. HOWE.
Appointed Chargé d'Affaires at the British Embassy at Nanking until Sir Hughe Knatchbull-Hugessen has recovered from his wound. Was Counsellor of the Embassy from May 1934 until April this year. Is one of the few members of the Diplomatic Service to have attended an elementary school. At the age of fourteen he won a scholarship from a council school to Derby School.



UNVEILING BUSTS OF THE LATE KING ALBERT AND OF QUEEN ELISABETH IN THE BELGIAN MAUSOLEUM AT SHORNCIFFE GARRISON CEMETERY: BELGIAN PILGRIMS AT THE CEREMONY.
On August 30, Baron Van Zuylen van Nyevelt, who was appointed Belgian Military Commandant at Folkestone when that town was sheltering thousands of refugees, unveiled busts of the late King Albert and of Queen Elisabeth, which had been placed in the mausoleum at Shorncliffe Garrison Cemetery, which contains the bodies of Belgian soldiers who died of wounds in this country. The ceremony was attended by seven hundred Belgian pilgrims, who were greeted at the harbour by Sir Philip Sassoon.



LORD ROTHSCHILD.
Founder of the Zoological Museum at Tring. Died August 27; aged sixty-nine. Was M.P. for the Aylesbury Division of Buckinghamshire from 1899 to 1910. Elected a Fellow of the Royal Society in 1911; and had been a trustee of the British Museum since 1899. He was the author of "Avifauna of Laysan," and joint-editor of "Novitates Zoologicae," besides writing many articles on zoology.



INSPECTING A GUARD OF HONOUR ABOARD THE "IMPLACABLE": LADY BADEN-POWELL VISITING THE FIRST DETACHMENT OF SEA RANGERS TO STAY IN THE SHIP.

The "Implacable" has proved an ideal holiday training-ship for hundreds of Sea Scouts and other youth organisations. Recently, a detachment of Sea Rangers, a branch of the Girl Guides Association, spent a week aboard the famous old ship (as illustrated elsewhere in this issue), and this innovation was very successful. The Rangers were inspected by Lady Baden-Powell during their stay, and they piped her over the side in proper naval fashion.



CHAIRING THE BRITISH HOLDER OF A NEW WORLD'S RECORD: S. C. WOODERSON AFTER HIS RECORD-BREAKING RUN OF A MILE IN 4 MINUTES 6.6 SEC.

At Motspur Park, Surrey, on August 28, S. C. Wooderson, British One Mile Champion, created a new world record for one mile with a time of 4 minutes 6.6 sec. This time is one-fifth of a second better than the record set up by G. Cunningham in 1934. Wooderson lowered his own British record, set up last year, by over 4 sec. He has won the A.A.A. title three times running, and in 1933 won the Public Schools' One Mile Challenge Cup in record time.

The World of the Kinema.

"HIGH, WIDE AND HANDSOME."

ANY attempt to compress an apt and comprehensive description of Mr. Rouben Mamoulian's "High, Wide and Handsome" (presented at the Plaza) into a single phrase is, I fear, foredoomed to failure, because the picture could, with ample justification, be classified under any of several headings. It is a "pioneering" film, a historical romance, a musical romance, a "Western" melodrama, or even, in some aspects, a burlesque. Watching it, and, incidentally, immensely enjoying it, one is not always certain whether the director has his tongue in his cheek or not. On the whole I am inclined to think he has not, though, remembering Mr. Mamoulian's disrespectful and enchanting picture "The Gay Desperado," the suspicion is hard to kill. Possibly it is this provocative note throughout the whole production which lends "High, Wide and Handsome" its peculiar interest and even its challenging appeal. On the surface it is a straightforward story, and in many ways an impressive reconstruction of yet another pioneering period of American history, the eventful year of 1859, which saw the first oil gusher in Western Pennsylvania as the forerunner of a vast array of derricks and machinery upon the face of the farmlands, and the opening of the first great oil boom. This part of his subject Mr. Mamoulian treats with fierce and trenchant imaginative skill. His scenes depicting the first out-rush of oil during the wedding festivities of Miss Irene Dunne and Mr. Randolph Scott—she the daughter of a travelling "medicine-man," he the farmer hero who is the first to work his land for rock-oil—are splendid slices of kinematic realism. The mounting excitement of the wedding guests, their faces and clothes grotesquely spattered by the pouring oil, communicates itself to the audience with tense dramatic power. And even when full-blooded melodrama, its villainies neatly underlined by the callous laughter of the railway magnate who plans to "freeze out" the farmer-owners by piling up the costs of transporting the crude oil to the refinery to prohibitive heights, sweeps across the screen, the illusion is still sustained in the breadth and vigour of its presentation. How, then, are we to account for certain almost musical-comedy interludes, such as that in which Miss Dunne sings to the pigs as she feeds them, the neighing chorus of the horses startled by her clear soprano voice? In other

suddenly mixes the elements of melodrama, history, and fantasy on a gigantic scale. The situation is at deadlock. Mr. Scott, having triumphed over incredibly formidable difficulties of construction and finance, and having won several tremendous hand-to-hand fights against his enemies of the railway, has carried his pipes to within three miles of their objective. The only possible way of shortening the distance and so ensuring contact with the refinery



A MUCH-LAUDED STAR WHO IS VISITING ENGLAND: ROBERT TAYLOR AS LIEUTENANT RICHARD PERRY, IN "HIS AFFAIR." Robert Taylor, who arrived in the "Berengaria" on August 27, is to make a film for M.G.M. at Denham. This will be entitled "A Yank at Oxford." In "His Affair," he played the part of a young naval officer entrusted by President McKinley with a secret and dangerous mission.

within the time-limit specified in his contract is to "lay" them up the sheer face of a towering cliff. The task is an impossible one. His men down tools. Mr. Scott sits upon an upturned bucket and surveys the ruin of his labours and his hopes. Moreover, the railway men, knowing him to be licked, are planning a last overwhelming raid of destruction. Deserted by his wife, a failure alike in the eyes of his comrades and his foes, the world for him is a lifeless place, no longer musical with the clang of iron hammers upon iron pipes, the thunder of waggon wheels, the slithering feet of straining horses. But, true to classic melodramatic tradition, all is not yet lost. For Miss Dunne, remembering only that she loves him, has gone for help. And splendidly, if in terms of brilliant burlesque, it comes—the circus horses, elephants and dogs; the clowns and acrobats, trapeze-artists, and strong men. The battle and the victory that follow must be seen to be believed—an astonishing piece of screen-craft, thrillingly realistic, vastly entertaining. On exactly what grounds laughter at such a crisis is dramatically justifiable is for Mr. Mamoulian to say.

"FOR YOU ALONE."

Mr. Robert Riskin, who not only directed but also wrote the script of "For You Alone" (Tivoli), has already done a great deal of work as assistant to Mr. Frank Capra. This latest Grace Moore picture is the first of which he has been in sole command. At first sight it might appear that a film with a "singing star" need not involve its director in any strenuous cogitation. Certain conventions in relation to such pictures have long been established. The public

expects the familiar shots of concert-hall or opera-stage; of the crowded auditorium, the waiting orchestra, the carefully selected close-ups of individual members of the audience, the posters, the speeding trains. Provide plenty of these, as well as any amount of singing in or out of season, and the thing is practically done. But Mr. Riskin obviously does not believe in taking the line of least resistance only. The mantle of "Mr. Deeds" is still upon him, and some flutterings of its multi-coloured brightness are to be discerned amidst the artificialities and conventions of "For You Alone." One delectable flutter is in the treatment of the marriage ceremony between Miss Moore and Mr. Cary Grant. The former, a highly temperamental Australian *prima donna*, has been refused permission by the immigration authorities to return to America from Mexico until there is a vacancy for her under the quota. As the lady is due to star in a New York festival of song which she has arranged for the benefit of her uncle, the situation is both personally tiresome and professionally intolerable. And so, in order to fulfil her engagement, she accepts the suggestion of a marriage of convenience safeguarded by a guarantee of divorce within six months. It is a beautifully crazy scene, in which both parties, immersed in conversation with their respective friends, pay not the slightest attention to one another or to the proceedings. Then, too, there is the sequence showing how among the audience at the opening night of the festival a rumour spreads that the star is ill—that she has broken her leg—that a large piece of scenery has collapsed upon her. It grows to fantastic proportions, when all the time Miss Moore is suffering from nothing more serious than an attack of hysteria brought on by the fact that she is now in love with her unexpectedly masterful husband and that he, enraged at her refusal to accompany him to the mountains, is going off there alone. On both these occasions, as on others handled with an equally deft and individual touch, Mr. Riskin reveals himself as a fine craftsman in the matter of keen-edged comedy.

As for Miss Moore herself, her always delightful singing strikes an entirely new note in her vivid and humorous rendering of "Minnie the Moocher," an addition to her usually much more dignified repertory that comes as an amusing and enjoyable surprise. She has plenty of other opportunities also for vocal embellishments, ranging from the entertainment of a crowd of entranced children in a rehearsal room to the somewhat less credible hypnotism of a group of wild animals and birds in a wood. And there are, of course, her star appearances in the usual surroundings. Mr. Cary Grant takes his script-allotted task of discovering the real woman beneath the veneer of vanity and temperament in his stride. It is made the easier for him by Mr. Riskin's often quick-witted dialogue and his own realisation that sentiment need not necessarily be sentimental. His is a clear-cut, dexterous performance that fits admirably into its frame of clever and interesting direction.

M. E. N.



"HIGH, WIDE AND HANDSOME": PETER CORTLANDT (RANDOLPH SCOTT) COMPLETES HIS OIL PIPE-LINE WITH THE AID OF SALLY WATERTON'S (IRENE DUNNE) CIRCUS.

"High, Wide and Handsome" is a story of the early oil-boom days and the opposition met with by Peter Cortlandt when he builds a pipe-line to outwit Brennan, a railway magnate, who tries to gain control of the new industry.

places the musical background provided by the melodies and lyrics of Mr. Jerome Kern and Mr. Oscar Hammerstein the Second serve to throw romance into appropriate relief, though even here they are more in the nature of a pleasant distraction than an integral part of the picture. On the other hand, it must be admitted that some legitimately interpolated sequences would be the poorer without Miss Dunne's charming singing.

But it is in the final climax that Mr. Mamoulian flings his most striking challenge to accepted convention. Having given us a perfectly credible human story of the young wife who, helplessly watching her husband's growing absorption in the grim struggle to outwit his enemies, can at last bear her loneliness no longer and so goes back to her old life as a singer by joining the ranks of a passing circus, as well as a vivid impression of the arduous fight put up by Mr. Randolph Scott in laying the first pipe-lines which ever carried oil from a well to a refinery, he



"ACTION FOR SLANDER": MAJOR GEORGE DAVIOT (CLIVE BROOK) IS REUNITED WITH HIS WIFE (ANN TODD) BEFORE HE BRINGS HIS CASE AGAINST CAPTAIN BRADFORD, WHO HAS ACCUSED HIM OF CHEATING.

"Action for Slander," which will be presented at the London Pavilion on September 6, tells the story of how Captain George Daviot is accused of cheating at cards and is subsequently "cut" by his friends. His wife returns to him and a court case against his slanderer ends in his vindication.

BOOKS OF THE DAY.

ALTHOUGH the Far Eastern crisis diverted attention from the international problems of the Near West, those problems still remain, and many of them concern the lands bordering what Swinburne called "the tideless dolorous midland sea." Spain's fratricidal strife continues to embroil the nations; the future of Palestine is still unsettled; and the shadow of Abyssinia lingers about the foreign affairs of Italy, though, as far as our own country is concerned, Mr. Chamberlain's recent overture happily gave promise of restoring Anglo-Italian relations to their old friendly footing. These and other matters are discussed in a book published before the Prime Minister's gesture of conciliation, but tending in the same direction, namely, "LORDS OF THE INLAND SEA." A Study of the Mediterranean Powers. By Sir Charles Petrie, Bt., F.R.Hist.S., Corresponding Member of the Spanish Academy of History (Lovat Dickson; 10s. 6d.).

Sir Charles Petrie, whose long list of previous publications includes two works on Spain and a biography of Mussolini, writes from personal knowledge of the Mediterranean countries and their leading men. His very definite views, which will doubtless provoke antagonism in some quarters, are expressed with vigour and lucidity. Thus, summing up his argument concerning Britain and Italy, he says: "The interests of the two countries in the Mediterranean are complementary. It is necessary for both Powers that the Suez Canal should be kept open, and that peace and stability should prevail throughout the area. Italy must always keep a watchful eye on Central Europe, while Great Britain has her commitments in the Pacific, the Middle East, and the North Sea to consider. The disruptive elements, aided by Moscow, are sufficiently powerful in the Mediterranean already, as the state of Spain abundantly testifies. . . . The predominant British interest is peace; the predominant Russian interest is revolution; and there can be no compromise between them. This means that Great Britain must act with those who are opposed to Moscow, and in the Mediterranean that means with Italy. The basis of British policy there should be a friendly Italy and a friendly Greece, and an Italy and a Greece friendly to one another."

In addition, the author devotes a great deal of space to Italy—to her grievances regarding the Versailles Treaty, the rise of Fascism and the personality of the Duce, the high statesmanship of King Victor, the Abyssinian question and the League, and the *rapprochement* between Italy and Germany over Spain. The whole study of the Italian scene here presented deserves close attention and should help to remove prejudice. Other chapters deal with the French Republic, Greece and the Balkans, Nationalist Turkey, Egypt and the Treaty, and "Troubled Spain." In discussing the Spanish Civil War, Sir Charles Petrie puts the Nationalist case very clearly and compactly. Many people anxious to form a just judgment, he thinks, have been wrongly led to believe that Franco's rising was "a wicked attempt on the part of aristocrats, soldiers, and priests to defeat the constitutionally expressed wishes of the Spanish people."

After recalling that "the Communist revolt" of 1934 was equally "an insurrection against the lawfully constituted Government of Spain," he goes on to say: "The history of the first four months of Popular Front rule may be summarised in the statement that during this period 269 people were murdered and 1287 injured in political disturbances; 160 churches were completely destroyed and 231 were partly damaged; 69 Right Wing political headquarters were wrecked and 312 were damaged; there were 113 general and 228 partial strikes; while 10 newspaper offices were sacked and 33 were damaged. . . . In the middle of July this series of outrages culminated in the murder of Calvo Sotelo. He had been Minister of Finance under Primo de Rivera, was a Royalist deputy, and was probably the most able man in Spain. . . . On 18th July General Franco struck, and all the evidence goes to show that he did so only just in time. Communist plans for a revolution have been captured, and from them it would appear that the signal was probably the murder of Calvo Sotelo. . . . If ever men were justified in taking up arms, it was those who did so in Spain on 18th July, 1936."

Social life in Malta from a British officer's point of view, with something about the island's history and antiquities, form the main interests in a chatty book of reminiscences entitled "MEDITERRANEAN MEMORIES." By Major S. E. G. Ponder. Author of "In Asia's Arms" and "Soldier in the Sun." With twenty-two half-tone Illustrations (Stanley Paul; 12s. 6d.). The Major writes mostly in a lighter vein of his personal experiences, but occasionally he turns to graver matters. Thus he rebukes the League of Nations for not making its initial step the institution of some common language, compulsory in all schools, whereby people of every nation could converse and understand each other. Elsewhere he describes conditions in Malta during the Abyssinian crisis. Thus, he writes: "From the time we, as reinforcements, arrived at Malta, early in September, 1935, until well on into the

Navy from 1909 to 1920,

when he was invalided out. The pre-war chapters include a visit to India. The outbreak of war found the author at Durazzo, serving in H.M.S. *Defence*, Flagship of the First Cruiser Squadron in the Mediterranean, and there is an interesting account explaining the escape of the German warships *Goeben* and *Breslau*, in the pursuit of which the *Defence* took part. The author's subsequent adventures took him in turn to the Dardanelles; to the South Atlantic; to Serbia with a British Naval Mission; back to the Mediterranean, where he was nearly drowned when the S.S. *Brindisi* was either mined or torpedoed; to Ireland during the Easter Rebellion of 1916; to the Grand Fleet shortly after Jutland, which the author had missed through being on shore service; and finally to Salonika, where he witnessed the great fire, and was eventually incapacitated by illness. He describes all his experiences with much vivacity and many an amusing yarn.

To Our Readers and Photographers at Home and Abroad.

"THE ILLUSTRATED LONDON NEWS" has always been famed for its treatment of the various branches of Science. Its archæological articles and illustrations are known throughout the world, and its pages dealing with Natural History and Ethnology are of equal value. These and other subjects are dealt with in our pages in a more extensive way than in any other illustrated weekly journal. We take this opportunity, therefore, of urging our readers to forward to us photographs of interest in these branches of Science.

Few people visiting the less-known parts of the world fail to equip themselves with cameras, and we wish to inform explorers and others who travel that we are glad to consider photographs which show curious customs of various nationalities, civilised and uncivilised, their sports, habits, and costumes; in fact, anything of a little-known or unusual character.

We are very pleased to receive also photographs dealing with Natural History in all its branches, especially those which are of a novel description. Our pages deal thoroughly with unfamiliar habits of birds, animals, fishes, and insects.

To Archæologists we make a special appeal to send us the results of recent discoveries.

In addition, we are glad to consider photographs or rough sketches illustrating important events throughout the world; but such contributions should be forwarded by the quickest possible route, immediately after the events.

We welcome contributions and pay well for all material accepted for publication.

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Contributions should be addressed to: The Editor, *The Illustrated London News*, 32-34, St. Bride Street, London, E.C.4.

New Year, an unpleasant state of tension existed. . . . Italy made it clear that, if things got out of hand, she had every intention of blowing the garrison off the island and destroying the dockyard. . . . Italy had somewhere about 200 aeroplanes waiting at Sicily to load up with bombs. These aeroplanes would have taken twenty minutes to reach the island, and, arriving in relays of thirties, flying at great heights, they were to shower their bombs upon our heads and to spray us with gas. Having been bombed on more than one occasion in France, I had no desire to repeat the experience. . . . For over four months we sat and waited, never knowing, from hour to hour, whether we should be subjected to some form of attack, and at a moment's notice."

Malta and the Mediterranean and some of the adjacent countries during the Great War find place in another lively book of Service reminiscences—"MY MIS-SPENT YOUTH." A Naval Journal. By Henry Fitch. With Illustrations and Map (Macmillan; 7s. 6d.). The author's memories here recounted relate only to his life in the

There is nothing "dolorous" about the "midland sea" as presented in "CHARMINA ON THE RIVIERA." By E. Keble Chatterton, Author of "Through Brittany in 'Charmina'" and "To the Mediterranean in 'Charmina.'" With thirty-five Illustrations (Hurst and Blackett; 12s. 6d.). Here the holiday aspect of the Mediterranean, along the Riviera coast as it is known to yachting men, is delightfully described by one of the most famous and prolific writers on ships and the sea. Incidentally, however, there are some allusions to more sinister aspects of the author's cruising ground, as when he writes: "The Mediterranean, during its thousands of maritime years, has been the stage for many a significant incident, but never more so than during the Great War, when U-boats were sinking tramps and liners with or without warning." This book, it should be added, completes the trilogy of *Charmina's* wanderings from Devonshire to the Gulf of Genoa and back to England.

Much of the same ground (or rather water) is covered in another attractive book of yachting reminiscences entitled "SUNFINDERS." A Floating Home. By W. M. Jameson. With sixteen Plates, Maps, and Diagrams (Witherby; 12s. 6d.). There is an underlying note of sadness in this work, as being written by the yacht-owner's widow, whose motive in recording bygone travel has been, as she puts it, "to continue the work of my late husband, who had started an account of his cruises at the request of many yachting friends," who valued highly his knowledge of inland waterways on the Continent. She gives practical information regarding the formalities and regulations for cruising in France, and includes a chapter on comfort afloat from the woman's point of view. Here, describing the contents of the yacht's book-shelves, she mentions Keble Chatterton's "Yachtsman's Pilot," which covers the British Isles and the coasts of France and Belgium, as "a good general work." The title of her own book relates to the names of the craft in which the voyages were made—*Sunfinder* and *Sunfinder II*. Besides the inland waterways and the south and west coasts of France, the itineraries had included the Belgian coast and Flemish waterways, the English coast from Exeter to Yarmouth, the Norfolk Broads, the Grand Union Canal, and the Thames.

A few words must suffice for a batch of four informative books dealing with yachts and other small vessels from a historical or a technical standpoint. For the devotees of sail there is a wealth of interesting facts in an illustrated booklet that emanates from the Science Museum at South Kensington, namely, "BRITISH FISHING AND COASTAL CRAFT." Historical Review and Descriptive Catalogue. By G. S. Laird Clowes (H.M. Stationery Office; 2s.). This work contains details of over 200 exhibits in the Museum, many of them boat models, with twenty plates, each with photographs of two examples, and introductory essays on the various types of craft, grouped geographically.

The other three books are all of yachting interest. From the country that still retains the *America's* Cup comes "THE SHIP'S HUSBAND." A Guide to

[Continued on page 410.]

FULL-FACE AND PROFILE IN ONE PICTURE: AN ARTIST'S INGENUITY.

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THE SITTER LOOKING AT HERSELF IN A MIRROR, IN ORDER THAT HER MOTHER MIGHT PAINT HER FROM TWO POINTS OF VIEW ON A SINGLE CANVAS: "PORTRAIT OF MY DAUGHTER," BY MME. VIGÉE-LEBRUN (1755-1842). (Size: 29 in. by 24 in.)

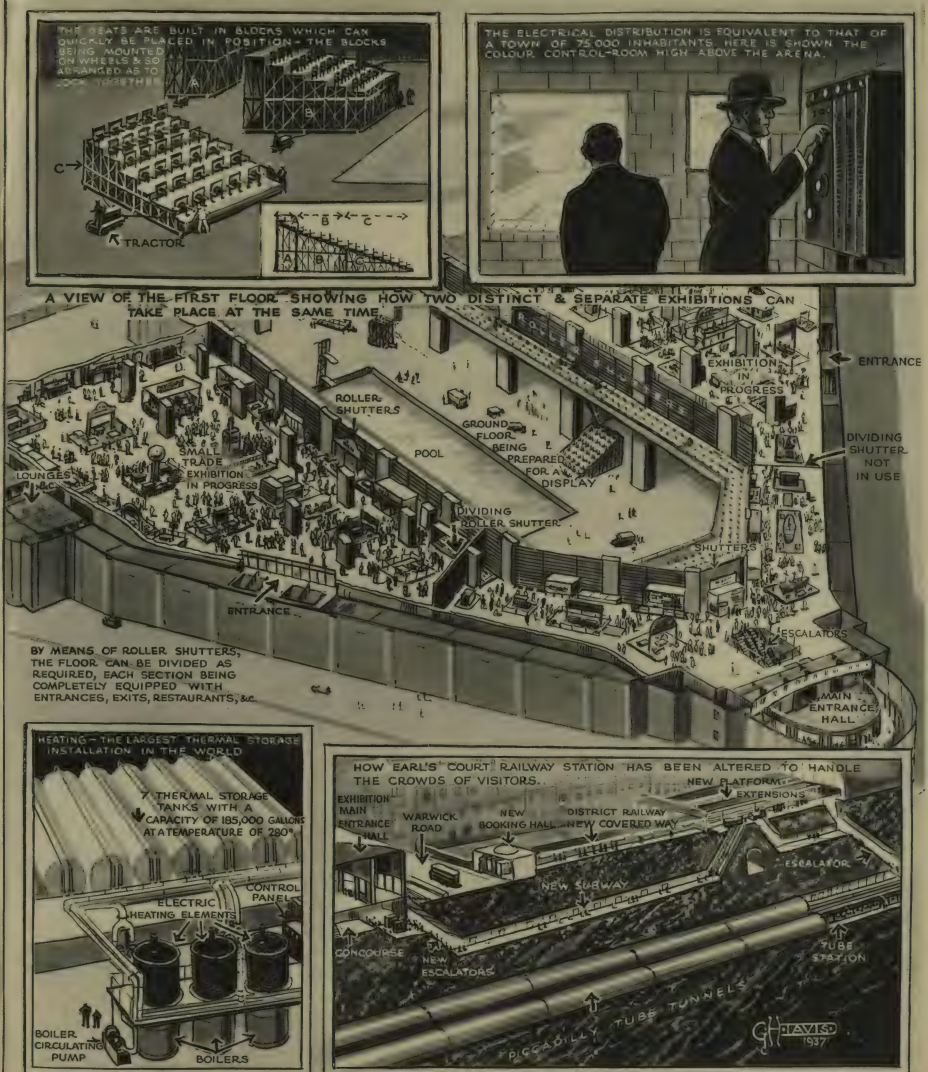
This delightful portrait of her daughter by Mme. Vigée-Lebrun (1755-1842) was included in that greater part of the famous David-Weill collection of paintings, pastels, and drawings which was sold to M. Georges Wildenstein early this year. The collection comprises some of the most celebrated works of the French school of the eighteenth century—among them three Watteaus, seven Chardins, nine Fragonards, and outstanding pictures by Greuze, Lancret, and Latour. Mme. Lebrun, it will be remembered, received practically all her training from her father, a portrait-painter,

who died when she was twelve years old. In 1776 she married Jean Lebrun, a picture dealer, and three years later painted her first picture of Marie Antoinette, with whom she became a great favourite. In 1783 Mme. Lebrun was admitted to the Academy, but, on the outbreak of the Revolution, she fled to Italy and afterwards visited Vienna, St. Petersburg, England, and Switzerland before returning to France twenty years later. After residing at Marly for some time, she moved to Paris, where she died in 1842, aged eighty-seven.

REMARKABLE DETAILS OF THE NEW EARL'S COURT EXHIBITION.

DRAWN BY OUR SPECIAL ARTIST, MR. G. H. DAVIS, WITH

THE ASSISTANCE OF THE ARCHITECT, MR. C. HOWARD CRANE



DRAWING SHOWING THE SWIMMING-POOL—THE BIGGEST INDOOR POOL IN THE WORLD—AND THE AMAZING INGENUITY OF ITS STORAGE INSTALLATION IN THE WORLD, AND NEW FACILITIES FOR VISITORS ARRIVING BY UNDERGROUND.

view of the great facilities now demanded for the presentation of indoor events, both of a commercial and sporting nature, it will quickly establish itself as a national institution. Situated, as it is, in the heart of the Metropolis, easily accessible to London's enormous population, it provides a modern and up-to-date centre for exhibitions, entertainments, pageantry, educational demonstrations, sporting tournaments, and spectacles—a centre not only easy to reach but also at after almost any hour of the journey, but it provides facilities for the enjoyment of whatever is in progress. The escalators, passenger lifts, and wide stairways ensure that movement within and about

the building is made with the greatest comfort; and visitors coming by underground enter the building direct from Earl's Court Station platform. The Exhibition building is a majestic three-sided structure, surrounded by big open approaches and wide private roads that are part of its grounds. Motorists will not suffer delay on arrival or departure, and will be adequately accommodated in the car park, which holds over 2000 cars. The great Arena, surrounded by a single colonnade, has a vast seating capacity for 10,000 spectators in the world. On any one moment, the centre of the Arena is just a plain floor, but, by the operation of a lever, as shown in the illustrations

above, it can become the largest indoor swimming pool in the world within a very few minutes. Another pull on the lever and the pool disappears and a stage or platform rises from the floor in its place. In keeping with the grand and modern style of the building are four large restaurants, each with its own kitchen, with a seating capacity exceeding 4000. Earl's Court will be the biggest building in Great Britain to demonstrate the value of air conditioning. By means of a remarkable set of apparatus, the air within the building is heated and cooled, and the atmosphere is automatically maintained at a suitable temperature at all times.



"THE FRAGRANT CONCUBINE" OF THE EMPEROR CHI'EN LUNG PAINTED BY CASTIGLIONE: HSIANG FEI, THE FAMOUS CHINESE HEROINE, DEPICTED IN ITALIAN ARMOUR—A PORTRAIT PRESERVED IN THE PALACE MUSEUM, PEKING.

Reproduction by Courtesy of Asia Magazine.

TWO European artists won fame at the Imperial Court of China in the eighteenth century: Father Attiret and Father Castiglione, an Italian (1698-1768). Castiglione's ability was such that he might well have been a prominent painter in Europe, had not his pious inclinations led him to join the Jesuits, by whom he was sent as a missionary to China. At Peking, his talents won him the favour, successively, of two Emperors, who entrusted him with palace decorations. His influence at Court proved of good service to the Christian missionaries. The idea of the pious father devoting time to a portrait of the "Fragrant Concubine" may strike us, perhaps, as incongruous; but, doubtless, he was a man of the world, and fell in with the outlook and the etiquette of the Imperial Court. And, truth to tell, the lady Hsiang Fei never appears to have risen above the rank of *Kwei-jen*; that is, Imperial Concubine of the Fourth Class; while her tragic story savours more of patient Griselda than Theodora or the Pompadour. She was a Mohammedan from remote Dzungaria. The fame of her loveliness travelled all the way to Peking: it was reported that she never used cosmetics of any kind; that the natural fragrance that emanated from her body was of an unearthly quality. Maybe, she brought something of the romantic freshness of the open steppes into the life of the Emperor Chi'en Lung, accustomed to the hot-house beauties of the capital. She was brought back, a captive and a widow, from Dzungaria by the great General

[Continued above.]

Right: ANOTHER WORK BY FATHER CASTIGLIONE, THE JESUIT ARTIST KNOWN IN CHINA AS LANG SHIH-NING: A KU YUEH HSUAN VASE, PERHAPS UNIQUE, WITH FIGURES PAINTED BY HIM; FORMERLY IN THE COLLECTION OF MR. W. MARTIN-HURST.

Reproduction by Courtesy of Messrs. Yamanaka, of Davies Street.

"THE FRAGRANT CONCUBINE," BY LANG SHIH-NING; OTHERWISE, THE ITALIAN FATHER CASTIGLIONE, Eighteenth-Century Court Painter at the Chinese Court; and a Unique Piece of Ku Yueh Hsuan Decorated by Him.

[Continued.]

Chao Hui. At first they had difficulty in preventing her from committing suicide. At Peking she paid no heed to the Emperor's advances, but remained proud, cold, and aloof. Chi'en Lung spared nothing to win her heart. He showered priceless treasures upon her and even had a replica of a little Mohammedan town with mosques, minarets, bazaars, and gardens built for her, in the hope of assuaging her home-sickness. Some say she remained cold to the end; others that she gradually softened towards the magnanimous Emperor. It is certain that she accompanied him on hunting expeditions, when she delighted him with her skill and good marksmanship. But Chi'en Lung's infatuation aroused the jealousy of the Manchu Court, headed by the Empress Dowager. The story goes that, in order to prevent what she regarded as the terrible calamity of the pollution of Manchu blood by an alien strain, the old woman determined to do away with Hsiang Fei. She chose a time when the Emperor was absent for three days, performing the prescribed rites at the Temple of Heaven. The Empress Dowager summoned Hsiang Fei to her palace, and, after vainly trying to bring a charge of witchcraft against her, had her strangled, while the Emperor was at the gate, attempting to break in. Filial piety, traditional in China, prevented Chi'en Lung from revenging himself on his mother. Chi'en Lung was particularly fond of seeing Hsiang Fei in the dress of foreign countries, saying that each costume brought out a new beauty in her. Thus it was that Father Castiglione was called upon to paint her portrait in Italian armour. But besides advising the Emperor on matters of art and architecture, Lang Shih-Ning, as Castiglione was called in China, also designed porcelain and enamels. He made a study of traditional Chinese technique and blended the style of oil painting with that of the water-colour painting of China. Here we illustrate a piece of precious Ku Yueh Hsuan ware decorated by him. Ku Yueh Hsuan is considered as the finest of all the porcelain made during the Ching Dynasty (1645-1850). It probably takes its name from the building, or godown, in which this particular porcelain was kept at the Imperial Palace.



GO SOUTH *this year*

"The use of travelling is to regulate imagination by reality and, instead of thinking how things may be, to see them as they are."
—Johnson.

WHY not follow Dr. Johnson's precept this year? Break away from the conventional: adventure forth to visit new scenes, to see things as they are.

The fascination of bringing into the orbit of reality place names and scenes so vividly described in Rider Haggard's "King Solomon's Mines": the thrill of following in the footsteps of Livingstone and other famous explorers—these are memories that endure.

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Full information and descriptive brochures about this Dominion can be obtained from the Director, Publicity and Travel Bureau, South Africa House, Trafalgar Square, London, W.C.2; or the principal Tourist Agencies.



SOUTH AFRICA



A PAGE FOR COLLECTORS. IN PRAISE OF VERTUE.

By FRANK DAVIS.

WHEN George Vertue died at the age of seventy-two, in 1756, lovers of art realised that an indefatigable historian was lost to them. Vertue was by profession an engraver, by temperament and choice a recorder of facts and criticisms and gossip about dead and living artists. He was a poor engraver and a second-rate draughtsman, but he left behind him an invaluable series of notebooks, about forty of which are in the British Museum. Horace Walpole bought them from Mrs. Vertue two years after her husband's death, and based upon them his "Anecdotes of Painting in England." In one way and another we owe nearly all our knowledge of the art history of the first fifty years of the eighteenth century to this worthy and charming man, who knew everyone of importance, whether painters or collectors, and made a note of every circumstance which he thought likely to interest the public.

Here are three self-portraits, all in the possession of the nation, which will perhaps not be familiar to many readers of this page. The best known of the three is the print of Fig. 1, which shows Vertue at the age of thirty-six on the day of his marriage—the bridegroom slightly pompous, after the fashion of the times, the lady becomingly meek, the dogs, it may be hoped, a trifle smaller than life. Not, it must be confessed, a great work of art, but revealing well enough the fashion of the man—and also his tastes, for the wall in the background is covered with prints

and miniatures, arranged with a pretty regard for the panelling.

Fig. 2 is the drawing which forms the frontispiece of one of the notebooks: wig and coat and features point to a date some ten years later. A pile of prints lies on the table before him, a palette and engraving tools; in his left hand he holds a miniature, and in the background is a bust of Charles I. One has the impression of a fairly prosperous, good-humoured, agreeable man, entirely wrapped

Prince of Wales and important politically and socially, to the old picture expert he was one more enthusiastic collector, and we are left in no doubt as to his taste and knowledge. By some freak of heredity, the son and grandson of two loutish monarchs had a little of the fastidious feeling for art of his ancestor, Charles I.

He talked at length, for example, of the Rubens ceiling in Whitehall (the sketches for which are to be seen now at the Rubens Exhibition in Brussels), of the Raphael cartoons (now at the Victoria and Albert Museum), of a projected Academy in England, and he wrote down from memory a list of the principal pictures at Windsor. Vertue visited the Prince at Carlton House, at Kew, and at Leicester House (on the north side of Leicester Square), and the Prince came to Vertue's house: it is quite evident that the two men liked one another, and that, when speaking of what interested him, Frederick was by no means the tiresome, silly fellow of popular legend. Vertue only met the Prince in 1748, when he was already an elderly man and by no means a prosperous one.

He received several commissions from him, the last one to collect the portraits of forty philosophers, whose busts were to decorate a little hill in the gardens of Kew—a miniature Parnassus in the current mode of fantastic gardening. Frederick died from a chill caught in the spring of 1751 while directing the planting of young trees, and poor Vertue recorded the disappearance of a powerful patron in these despairing words:

"But, alas!—O God thy will be done! Wednesday, March 20th 1751, at ten o'clock in the



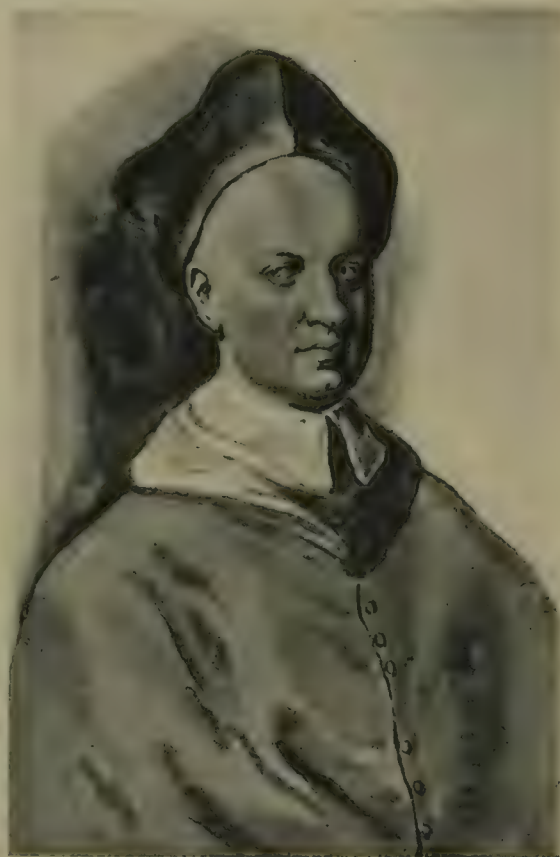
1. GEORGE VERTUE AND HIS WIFE IN 1720, AT THE TIME OF THEIR WEDDING, "IN THE VERY HABITS THEY WERE MARRIED": A PRINT BY W. HUMPHREY AFTER A DRAWING BY VERTUE (1684-1756).

up in his chosen interests, and this impression is reinforced by the evidence of the notebooks. The third drawing is less pleasant, largely because the hat is tilted back, revealing what seems to modern eyes too much forehead; there is dignity in a wig, but little of that commodity in a shaven head; no doubt that is partly why we find most of the "undress" portraits of the period unprepossessing. All the same, it is a strong, intelligent face—the nose is big, the mouth full, and it is possible that this drawing actually gives a more intimate and revealing portrait of Vertue than the others. (If you cover up hat and forehead for a moment, you will find the features actually agreeable.) As far as I can discover, this drawing has never been published previously.

Well, there's the man as he saw himself; what others thought of him would take too long to quote. Let Horace Walpole, who was not overmuch given to undiluted praise, speak for the rest. He admired him wholeheartedly and wrote: "He lost his friends, but his piety, mildness and ingenuity never forsook him. He laboured almost to the last, solicitous to leave a decent competence to a wife with whom he had lived many years in tender harmony."

By an odd chance—and this will perhaps interest numerous people who have no particular enthusiasm for works of art—Vertue throws light upon the character of a man of whom not one of his contemporaries had a good word to say. By general consent, Frederick, Prince of Wales, son of George II. and father of George III., was a detestable personage, who hated his father and mother as much as his father and mother hated him. It is impossible not to have some sympathy for a young man who started life with such a handicap, but whatever his faults, they were not visible to George Vertue, who devotes considerable space to an account of their relations. (The curious will find the most readily accessible discussion of the engraver's conversations with the Prince in the late Mr. W. T. Whitley's "Artists and Their Friends in England," published in 1928.)

Vertue's evidence is hardly to be weighed in the balance against the general opinion of the rest of the world, but whereas to others Frederick was



3. PROBABLY THE MOST INTIMATE AND REVEALING PORTRAIT OF VERTUE: AN "UNDRESS" SELF-PORTRAIT OF THE AUTHOR OF THE NOTEBOOKS ON WHICH HORACE WALPOLE BASED HIS "ANECDOTES OF PAINTING IN ENGLAND."

morning died his Royal Highness, Frederick Prince of Wales, at Leicesterfields House—the loss of this Prince long may I lament. . . . Indifferent health, and weakness of sight increasing, and the loss of noble friends and the encouragement from them less and less daily this year—and worse in appearance begins with 1752."



2. FORMING THE FRONTISPIECE OF ONE OF VERTUE'S NOTEBOOKS: A SELF-PORTRAIT PROBABLY DRAWN SOME TEN YEARS AFTER HIS MARRIAGE.

This England . . .



The Quantocks—from the road to Bagborough

DO the little lanes of England sometimes wind about for fun? Slopes they must take easily for the sake of horse and load . . . and skirt the marshland . . . and keep below the skyline on the downs, to see and not be seen. But has the countryman ne'er made a turn, the better to enjoy a well-loved view—and so added his twist to the way between Hither and Yon? For he loves his countryside as greatly as you or I, and with perhaps a deeper gratitude for its rich and lovely gifts. Certainly does he like his Worthington as well as we—and with perhaps a greater understanding of whence its richness comes.



THE PLAYHOUSES.

"WANTED FOR MURDER," AT THE LYCEUM.
THOUGH the Lyceum has returned to melodrama, "Wanted for Murder" is far from being the mixture as before. Not only are there no heroics: there is not even a hero—much less a heroine. It is more or less a psychological study of a homicidal maniac who strangles stray young ladies in public parks. We see one murder committed in Richmond Park. The setting is not particularly natural, and the park-keeper lacks the bright green velvet coat and bowler hat that the staff wear in real life, but the murder seems to be all it should be. Messrs. Percy Robinson and Terence de Marney keep no secrets from their patrons. We know the villain for what he is from the start. The thrill is not in guessing "who did it," but in watching the cold-blooded preparations for a crime. Mr. de Marney plays the rôle of the murderer with a good deal of subtlety. He may lack something of the genius of Mr. Charles Laughton or Mr. Emlyn Williams in this type of part, but, on the whole, he gives a very satisfying performance. As a straightforward piece of story-telling, this play may be counted a success. There are several "big scenes" such as one looks for in a house the size of the Lyceum. The opening one, the Chamber of Horrors at Madame Tussaud's, is effective; and there is a fine spectacular effect when Superintendent Condon orders the closing of the Hyde Park gates at nine o'clock while the murderer is inside. Mr. Austin Trevor is first-rate as the police superintendent; Mr. Arthur Sinclair provides a delightful and much needed touch of humour as Sergeant Sullivan, and Miss Louise Hampton plays the unhappy mother of the murderer with a great deal of skill.

"TIME AND THE CONWAYS," AT THE DUCHESS.

Mr. J. B. Priestley is a dramatist with ideas. For the second time he gives us an "experiment in time." We live, he more or less suggests, in our mind's eye. Act 1 shows us a middle-class family in 1919. We see people very much like those of us who frequent the Upper Circle at the theatre. It is all very authentic, and, it must be confessed, slightly dull. It is not until the second act, which jumps forward

eighteen years, that we really appreciate the first in retrospect. Suddenly we realise the inevitableness of what happens. These are real people doomed to walk a predestined path. A gloomy theory, but an interesting one. The third act, which goes back to 1919, has a melancholy significance, for the characters chatter aimlessly, while we know, while they do not, what the future has in store for them. Though this play may not completely satisfy the average patron of the drama, it has interest, and is a courageous experiment in the unusual. Mr. Mervyn Johns is brilliant as a son-in-law with an inferiority complex; Mr. Raymond Huntley gives a clever study of an unambitious Borough Council clerk; and Miss Jean Forbes Robertson is magnificent as a slightly "fey" daughter.

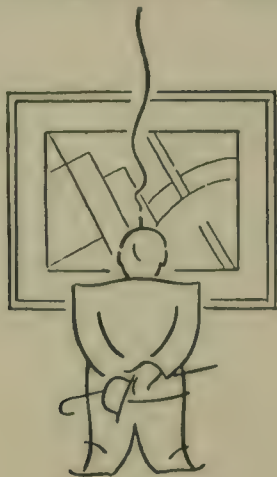
BOOKS OF THE DAY.

(Continued from page 402.)

Yachtsmen in the Care of their Craft. By Harold Augustin Calahan. Illustrated (Macmillan; 10s. 6d.). "When a ship comes in from a voyage," writes the author, "she passes into the hands of a man whose job it is to make her ready for her next voyage. He has a glorious title. He is known as the Ship's Husband. . . . To-day our knowledge of ship husbandry is an amazing blend of ancient lore and modern science. Not only is good husbandry necessary for the safety of your yacht and the lives she carries. . . . It contributes amazingly to the great joy of yachting." Highly attractive pictorially, with a letterpress compact of sea-craft, is "SAILING AND CRUISING." By Adlard Coles. With Coloured Frontispiece and 104 Photographs, and thirty-one Text Figures (Batsford; 7s. 6d.). Lastly, the annals of a yachtsman's paradise in the Antipodes are chronicled in "A HUNDRED YEARS OF YACHTING." Compiled by E. H. Webster and L. Norman. Issued under the Auspices of the Government of Tasmania, the Hobart Marine Board, and the Hobart City Council (Hobart: J. Walch and Sons). Though it is primarily of Tasmanian interest, this record contains much that seems likely to appeal to all British yachting enthusiasts. It is abundantly illustrated, but the quality of reproduction does not quite reach the home standard. C. E. B.

THE NEW EARL'S COURT: SOME FACTS AND FIGURES.

ON a double-page elsewhere in this issue is a diagrammatic drawing illustrating some of the chief features of the new Earl's Court Exhibition Building. We give here some additional facts and figures which will prove of interest. The total area of the property is 18 acres, of which the Exhibition Building occupies nine. Two sides of the Building are 700 feet long, and that adjoining the railway is 900 feet; while the height to the peak of the main roof is 175 feet. The roof-covering to all three halls is corrugated asbestos cement sheets—sufficient to cover a model village of 400 houses. Above the ceilings, suspended 118 ft. over the arena, is 1500 ft. of walkway, giving access to the roof space. The columns in the Exhibition Halls are masked with brickwork for a height of 12 ft. above floor-level and contain services for exhibitors of electricity, gas, water, drainage, flues, and telephones. The water in the swimming-pool is purified by the Chloramine process and is completely recirculated in six hours. Thirty ventilation intake plants give 800,000 cubic feet of fresh air per minute, and the forty-eight inlet nozzles can be clearly seen under the ceiling of the arena, resembling nothing more than heavy guns in appearance. These inlets have a capacity of 385,000 cubic feet of fresh air per minute, and the temperature is thermostatically controlled. Protection from fire is afforded by 11,000 automatic sprinklers and seventy-six fire-hydrants, while all electrical equipment rooms are safeguarded by means of the emulsified water-sprinkler system. A most ambitious scheme of colour flood-lighting is installed in the roof above Hall B for the whole of the vast ceiling span reflects brilliant kaleidoscopic colour lighting with continuously changing effects ranging over the entire spectrum. There have been installed 416 specially designed BTH Mazdalux high-power floodlights, the optical characteristics of which are such that the surface of the ceiling is evenly lighted by a wash of colour constantly varying in shade and intensity. The swimming-pool, which has a capacity of 2,250,000 gallons of water, is illuminated by 40 special under-water floodlights employing 500-watt Mazda lamps set just below water-level to give unique lighting effects.



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THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

SPEAKING at a luncheon in London on Aug. 19 to a record gathering of 1700 motor traders, Lord Nuffield announced the introduction of a new Morris "Twelve-Four" (Series III.) car. This model



TOURING AUSTRIA IN A HUMBER "SNIPE": A VIEW OF THE ROMAN ARCHWAY, ONE OF THE PRINCIPAL MONUMENTS IN INNSBRUCK, CAPITAL OF THE AUSTRIAN TYROL, AND AN EXCEEDINGLY BEAUTIFUL TOWN.

has several outstanding features, including an overhead-valve engine of 69.5-mm. bore and 102-mm. stroke (1550 c.c.) and a Treasury rating of 11.9 h.p. with a tax of £9. The chassis, which is of the already well-tried box section side member type, has a wheel-base of 8 ft. and a track of 4 ft. 2 in. The engine is extremely well designed and the various units are

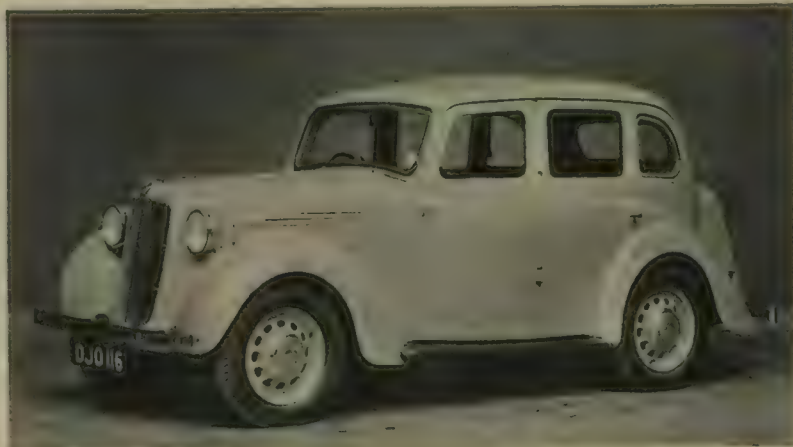
easily accessible, one point being that the oil filler is fitted on the top of the engine. The overhead valves are push-rod operated from a three-bearing camshaft, driven by a silent duplex roller chain. A four-speed helical gear-box is provided, with synchromesh engagement for second, third, and fourth gears. Lubrication of the engine is by spur gear pump and the intake in the sump is of the floating type, whilst an external Tecalemit oil-filter ensures the cleanliness of the circulating oil. The chassis lubrication is by high-pressure oil-gun in conjunction with specially lubricated nipples, having conduit pipes to simplify lubrication attention. The cooling water is circulated by a centrifugal water impeller and is controlled by a thermostat.

An 8-gallon petrol tank is fitted at the rear of the chassis and feeds by an S.U. automatic electric petrol pump to an S.U. carburetter. A single-plate dry clutch with cushion hub provides smooth engagement with light action and the minimum attention. Fully compensated Lockheed four-wheel brakes of the internally expanding type are provided, with a new simple and fool-proof hand adjustment. The hand-brake is provided with instantaneous adjustment from the driver's seat. Long semi-elliptic springs are fitted and are controlled by Armstrong hydraulic shock-absorbers with special cold-weather regulation. An attractive four-seater saloon body is mounted on this chassis, with ventilation provided by two scuttle side ventilators, an opening windscreen and hinged rear quarter-light windows. Triplex glass is fitted all round. The front of the body has an efficient bulkhead to prevent engine fumes entering the car.

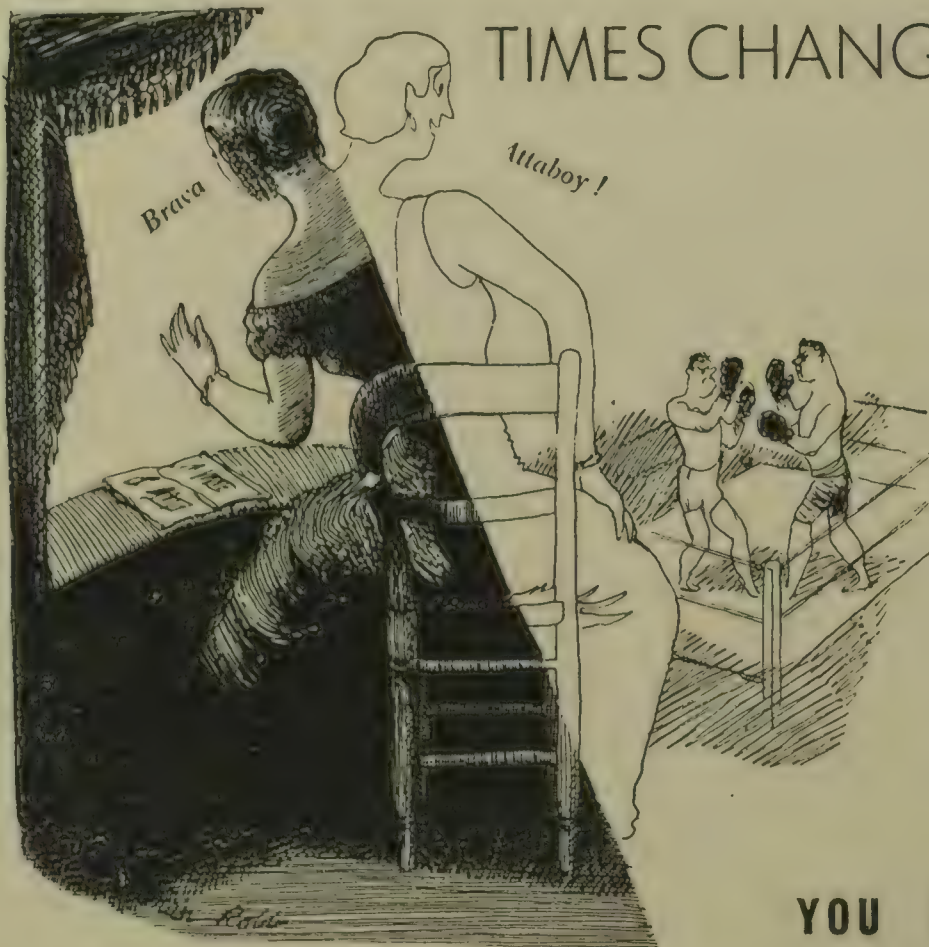
The front seats are easily adjustable and are built on steel frames with double springing. The floor of the body is free of foot-wells and is sound-insulated. A centre arm-rest is fitted to the rear

seat, and a parcel net is provided. The luggage is amply accommodated in a large built-in compartment of over 10 cubic feet, with external access by a large hinged lid, which, when open, affords further accommodation. The spare wheel is carried in an entirely enclosed and separate compartment below the luggage container. Space is also provided here for the tools.

A large 12-volt dynamo, with automatic voltage control, supplies a battery which is mounted on the dash under the bonnet, and is easily accessible. Full five-lamp equipment, with pedal-operated dipping switch, a silent-drive double windscreen-wiper, self-cancelling trafficators and an automatically actuated stop light are included in the equipment. A new and attractive lay-out of instruments is arranged on the dash, beneath which is a very large parcel tray, running the whole width of the body. The saloon is offered in a new range of colours, with wings and wheels to harmonise. It can be obtained with a fixed head at £205, or with a sliding head and real leather upholstery at £215. On both models Jackall in-built jacks are available at £5 extra. This new car, recently tested at Brooklands, gave a mean top speed of 69 m.p.h. and correspondingly good acceleration, with a petrol consumption of 27-30 m.p.g.



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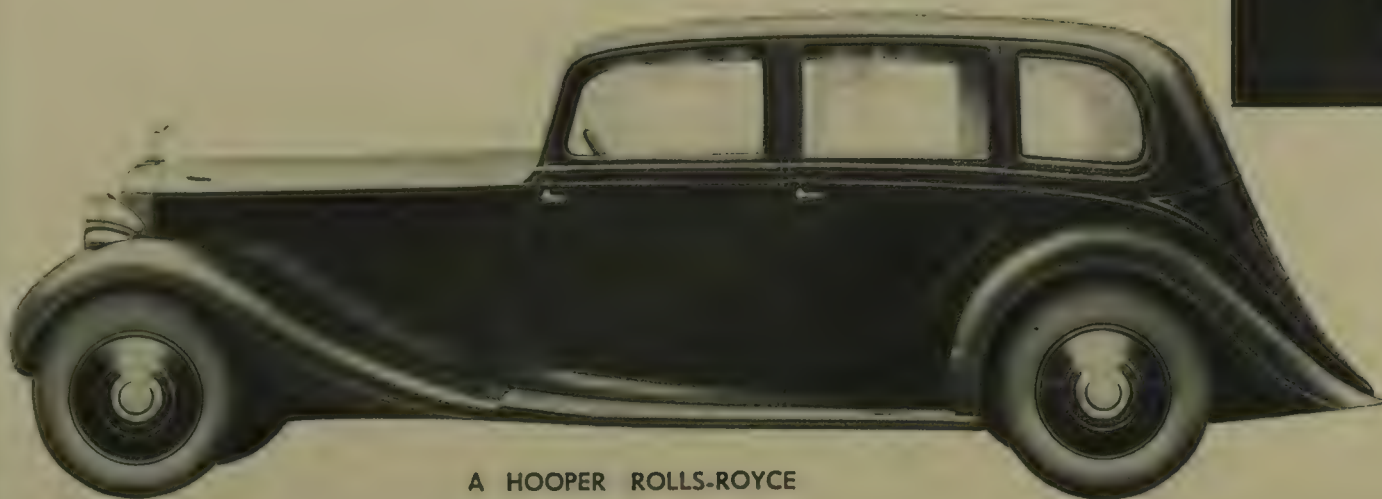
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Of Interest to Women.



Easy-to-Wear Fashions.

There is no doubt about it that the modes for the autumn of 1937 will be regarded as "easy to wear"; hence their influence will be widely felt. As usual in the collections there are many extravagant notes, but as heretofore they will soon be eliminated and pass into the limbo of things forgotten. All who are desirous of owning a dress or wrap that may be regarded as exclusively their own may have a length of material printed for them. They can choose their own design, or create one for themselves and have it reproduced on lace, silk or wool, and the same will never be reprinted. Conventional and floral designs as well as views may be introduced. The cost is quite small, and the work is carried out in a London salon; the address will be sent on application to this paper. Generally speaking, the skirt is shorter and the waistline slightly higher; this is frequently indicated by raised motifs, either of the same or a contrasting material. At the moment, the true belt is not regarded with favour. Shoulders are not quite so broad, while at the wrists bangles are introduced. They are usually gay, the colours bearing no relation to that of the dress. Fullness is present either between the shoulders and elbow or below the latter, when the sleeves are drawn in at the wrist with bracelets.

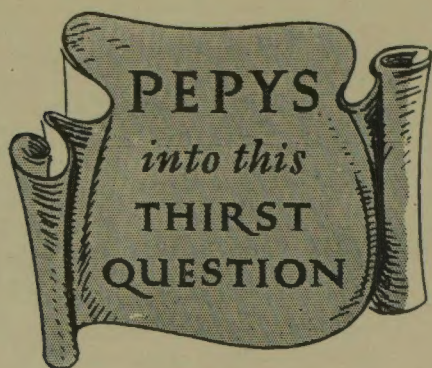
For Sports and Country Wear.

It may be stated without fear of contradiction that there is no greater traveller than *The Illustrated London News*. It is seen and carefully studied on the great air and sea liners as well as on the Indian State and other railways; therefore the fashions portrayed have to be chosen with due regard to women who have many interests in life. To Harrods, Knightsbridge, must be given the credit of the hats and suits pictured. They would be pleased to mail their weekly bulletin to all interested in the subject. At the top of the page, on the right, is a check plaid tweed suit; the skirt is arranged with inverted pleats, therefore the movements of the wearer are never handicapped, which is an immense advantage. The coat is of the box character, but modified; although the scheme is completed with a scarf, the cost is merely ten guineas. It is a four-piece ensemble that is seen on the right below. It consists of a tweed-frieze pleated skirt, a flecked tweed coat and cape to match, and a short-sleeved jumper. Rob it of the cape and coat and it is a perfect companion during the warm weather; they may be added to suit the reading of the thermometer. It seems almost unnecessary to add that the entire outfit is admirably cut and tailored.

Hats of To-day and To-morrow.

All seeking the latest news regarding the hats of to-morrow must visit the Harrods salons. Assembled there is an unprecedented collection of Parisian and American models and, what is of paramount importance, Harrods' interpretations of the autumn modes. The "forward movement" is a fetish here; it cannot be fully realised how flattering it is until the models have been seen. It is modified or elaborated to suit every type; sometimes a bow appears in an unexpected place to achieve this end. The "toucan" beak brim is a new note. Silver fox turbans are present; in order that they shall not be oppressive, the crown, which is invisible when on the head, is of net. They are destined to be seen in conjunction with one of this firm's silver fox wraplets, for which they have an enviable world-wide reputation. The quartette of hats seen on this page has been chosen to demonstrate the fact that simplicity and smartness may be united. It is felt that makes them, the colour being Romany, which is a cross between rust and burnt sienna. Of course, these models are available in all the accepted colours and black. An attempt is being made to create a vogue for hats for evening wear.





SEPT. 1ST This evening came Mr. and Mrs. Falconer who fetched us to their house in Chelsey. A prodigious clamour of guests, and their friends proved little to my taste save a pretty, well-carriaged woman with a fine hand, beside whom I contrived at last to place my-

self. The repast scanty, and the game-pie contained no game, only bones of rabbits. Yet Mr. Falconer showed more sense than I thought he had, in proffering us Schweppes Tonic, a brave clean drink, a brisk and bubbling freshener of palates that be wearied. Which good deed somewhat atoned for his overheated room and ill-chosen company.



BE SURE YOU SAY
Schwepes



PURVEYORS OF NOBLE REFRESHING DRINKS DURING EIGHT REIGNS

FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

DOUBTS AND CERTAINTIES.

THERE seems to be no end to the succession of shadows which, flying across the field of trade prosperity, check the confidence of Stock Exchange operators in the possibility of its continuance. Ever since the beginning of the year there has been this series of shocks, all political or semi-political in origin, which have prevented the stock markets from registering any appreciation of the growing expansion of industry and of the profits that it is earning. And so the paradox of sick stock markets based on prosperous trade becomes continually more glaring; and there is always the danger that the queasiness of the Stock Exchange may affect the minds of those who make the wheels of trade go round, and so produce the recession of which professional operators appear to be afraid. The theory that the stock markets are a trustworthy barometer of trade conditions has lately been revived, on an occasion which made it seem especially absurd. Because, in fact, the stock markets were upset by untoward events in China, the effects of which on those directly concerned are certainly disastrous, but, as long as they are confined to China, are likely to produce little untoward consequence for the rising trade activity of the rest of the civilised world. It was no uncanny intuition concerning possible trade recession that made markets look weak, but the time-honoured habit cherished by certain operators of hurrying to sell the securities affected by war-scares or by actual war.

THE CONFIDENCE OF INVESTORS.

But, in fact, if the behaviour of the stock markets is to be taken as a safe guide to the future of trade, it is possible to argue from their recent attitude that all is for the best. For when the professional speculators had done their best to get prices lower, and thought fit to try to cover their positions by repurchases, they found that stock was so scarce that they had a good deal of difficulty in doing so. As has happened so often in the course of this year, real investors had taken the opportunity afforded by lower prices to increase their holdings; and the striking feature was not the weakness of security prices, but the resistance that they offered to influences that would, at other times and with a different general

atmosphere, have produced something like panic. As to which set of operators, professional speculators or real investors, was right, time will show. The view that when war is in the air, it has a tendency to spread, is not without a good deal of historical foundation. On the other hand, recent experience has shown us that war in Abyssinia and then war in Spain have been prevented (partly, no doubt, by our Government's action in reconstructing our defensive equipment) from developing into a general European dog-fight. In many ways, of course, the position in China differs from either of these examples; but in one way, the serious threat to the commercial interests of most of the leading powers, including America, Germany, France, Holland and Britain, to say nothing of the political ambitions commonly supposed to be cherished by Russia, seems to make Japanese aggression in China more likely to lead to united action than to a world-wide quarrel. Incidentally, it has been suggested that this demonstration of the ruthlessness of Japanese ambition is likely to make opinion in Australia more inclined to see the importance of the Anglo-American trade agreement, and to be prepared to make concessions, with regard to the claims of Australia in the British market.

POLITICS AND BUSINESS.

All this is very political, but it is impossible in these days for anyone who tries to see his way in the investment field to avoid talking politics. For example, the question of an Anglo-American agreement is immensely important from the point of view of immediate trade questions, but much more so from that of the political consequences, which, through the influence of increased trade, and the prosperity that it would secure for industry and for investors in all the countries concerned, might be expected to flow from it. All who are interested in this question—and who is not?—should see the latest statement of the problem in a book called "United We Stand," by Mr. L. J. Reid, City Editor of the *Daily Telegraph*, who lately returned from the United States, having sounded all kinds of opinion on the subject. He is convinced, and he tells us that his conviction is fully shared by official circles in Washington, that a series of agreements between the United States and Great Britain, with the object of freeing and encouraging international trade and stabilizing the currency position, would be readily and quickly followed by Scandinavia and the whole of the sterling block,

and also by all the South American Republics. "The picture," he adds, "thus presented is one of such a huge portion of the earth's surface working together with a common aim of increasing trade and prosperity, and providing against financial shocks, that, in the Washington view, there is no nation in the world which could afford to defy it or even stand outside it." This is, indeed, a wonderful picture of world peace secured through trade agreements, and, in Mr. Reid's belief, America is ready to make substantial reductions in her tariff on manufactured goods if we will make concessions in our tariff on agricultural products. Our difficulty, of course, is in connection with the claims of our farmers and those of the Dominions to preferential treatment in our market. These claims America is said to be ready to recognise; but the extent to which she would do so, and also the extent of the concessions that she would make to our manufacturers, is presumably the difficulty that is preventing our statesmen from meeting her overtures.

THE SOLID HOME MARKET.

In the midst of all these doubts and uncertainties abroad, the prosperity and strength of our home market stands like a rock. The *Economist*, though inclined to regard the Stock Exchange barometer as pointing to a change in the trade cycle, and to expect that next year will see some recession, believes that any such recession would not be a disastrous slump, and adds that "so long as exports are rising, armaments are booming and interest rates are low, a severe depression in Great Britain is unlikely"; also that, "if there has to be a recession in a major industry, building is almost the easiest to accommodate, since it is widely spread across the country, and its personnel are equally suitable for many other occupations." In its monthly trade supplement, published last Saturday, it foretells a resumption of business activity during the autumn, and shows that the rapid rise in costs of production is as yet hardly reflected in business profits, which continue to show greater percentage increases than a year ago. All this makes a strong case for the prospects of prosperity at home, in spite of all the threatening clouds in the foreign political sky; and in the meantime Lancashire is said to be benefiting by Japan's preoccupations and, owing to them, finding a readier market for cotton goods. Real investors who can pay for their purchases and so need not be alarmed by market fluctuations may prove to have been right in taking advantage of the recent weakness.



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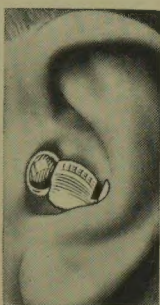
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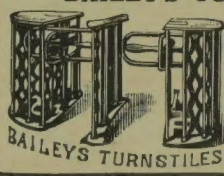
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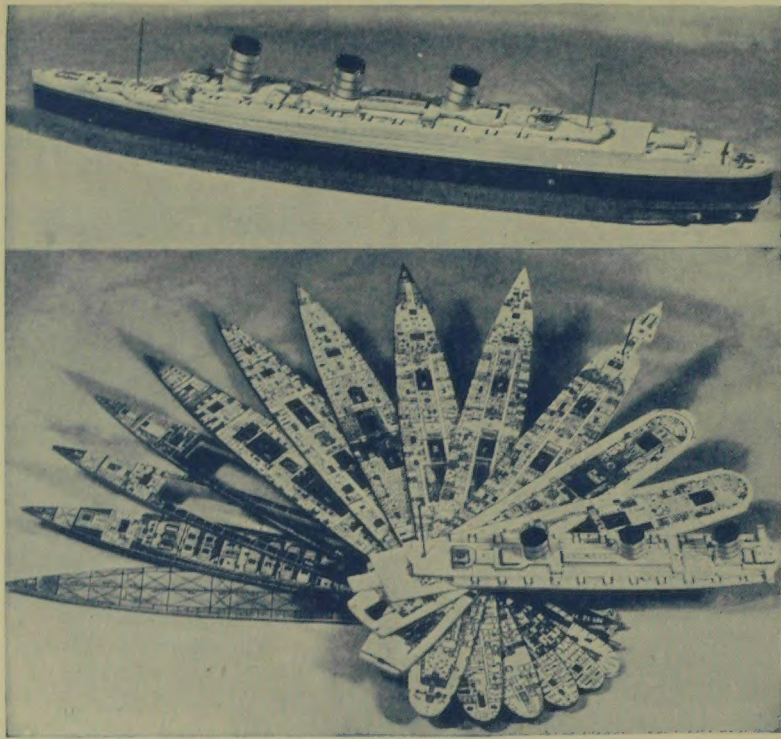
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